SEPTEMBER 18, 1953

1/-

The Autocar

FOUNDED 1895 LARGEST CIRCULATION

BEYOND ALL CHALLENGE

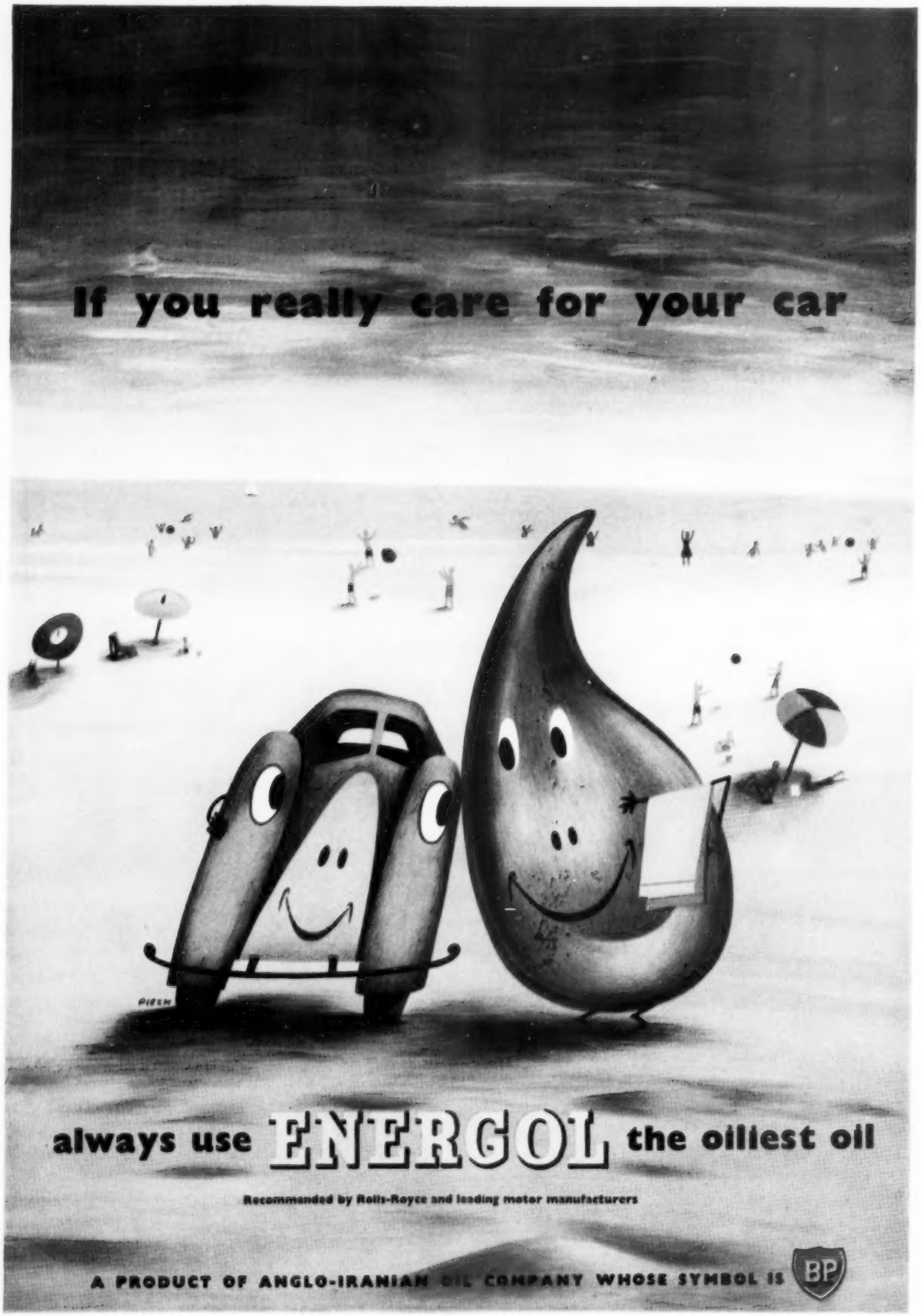
It is the way of all life that those who know most lead best. The unexampled experience of 25 years' specialisation in hydraulic brake design and production places Lockheed Leadership beyond all challenge.

LOCKHEED LEADERSHIP

REGD TRADE MARK

AUTOMOTIVE PRODUCTS COMPANY LTD · LEAMINGTON SPA

C.J.L


If you really care for your car
always use ENERGOL the oiliest oil
Recommended by Rolls-Royce and leading motor manufacturers
A PRODUCT OF ANGLO-IRANIAN OIL COMPANY WHOSE SYMBOL IS BP

"Plenty of time — kick-off isn't 'till two-thirty"

"We were both looking forward to the match. It was a local 'derby' and promised to be great fun. We got in the car, started off down the road and . . . she stopped! The pair of us tried every trick we knew, but it was no use. There she was and there she intended to stay. Needless to say, we missed the first half!"

Motor cars always seem to break down just when they're needed most. At least those cars that aren't maintained as they really should be—and it takes a mechanically experienced man with a lot of time to spare to do that! Of course the answer is to use the Tecalemit Specialised Maintenance Service; ask at your local garage for full details—you'll be astonished at the amount of work that's done at so little cost.

THE AUTHORITY ON LUBRICATION
OFFICIAL TECALEMIT SERVICE
PLYMOUTH ENGLAND

The Tecalemit Specialised Maintenance Service entails the lubrication of each moving part and the checking of every component that contributes to the working of the vehicle.

T422

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ANNOUNCING

THE NEW

STANDARD

The Standard Motor Company Ltd., Coventry, England - London Export Office & Showrooms : 15-17 Berkeley Square, W.1. Phone : Grosvenor 8181

EIGHT

NOW IN VOLUME PRODUCTION | **£339** + P.T.

STANDARD CARS · TRIUMPH CARS · STANDARD COMMERCIAL VEHICLES · FERGUSON TRACTORS

FEATURES OF THE NEW STANDARD EIGHT

Combined speedometer dial with fuel gauge and warning light for oil pressure and ignition. The instrument is cowled to avoid reflection in the windscreen, and is indirectly illuminated at night.

Your local Standard and Triumph Distributor and Dealer

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ST. PETER PORT GARAGES

Uplands Road. Telephone: 424

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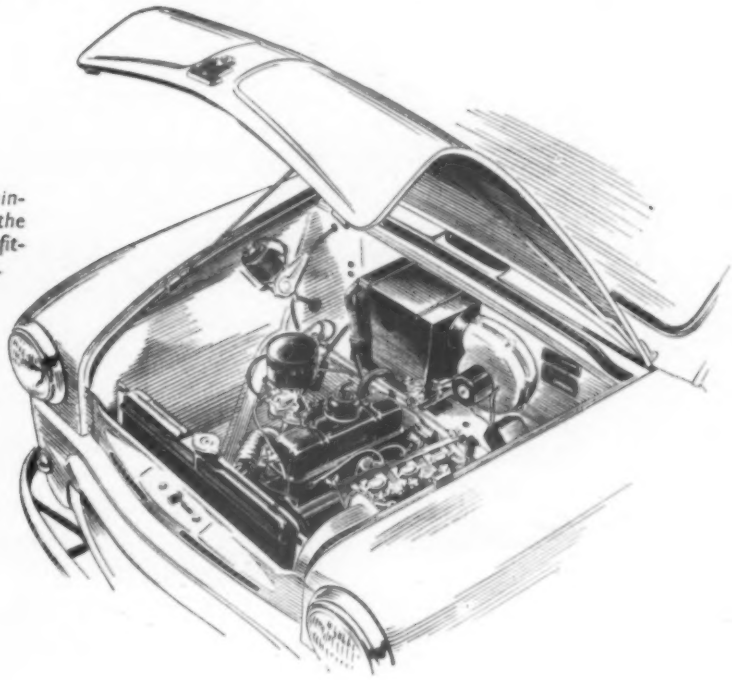

Accessible engine for easy maintenance. This view shows the heater unit designed for easy fitting and available as an extra.

Your local Standard and Triumph Distributor and Dealer

CHESHIRE

James Edwards
(CHESTER) LIMITED

THE NORTHGATE, CHESTER

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WHITBY, ELLESMERE PORT
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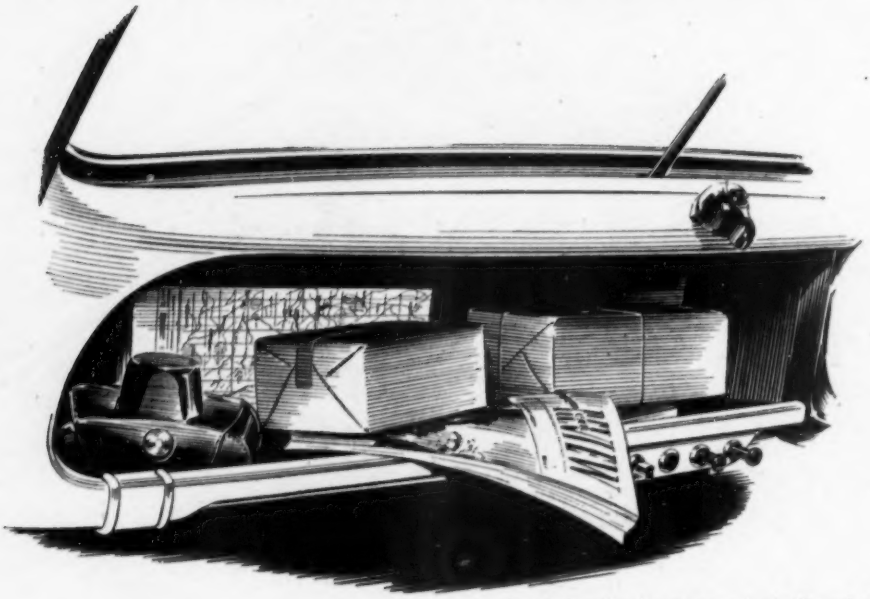
A. BERNIE & CO.
(QUEENSFERRY AUCTION) LTD.
STATION ROAD, QUEENSFERRY
Tel. Connah's Quay 21

FEATURES OF THE NEW STANDARD EIGHT



Exceptionally large parcel shelf under fascia. Another parcel shelf is fitted on the right hand side of the steering column.

Your local Standard and Triumph Distributor and Dealer

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Distributors of the new Standard Eight in Central Lancashire and North and East Cheshire

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FEATURES OF THE NEW STANDARD EIGHT

Separate spare wheel housing with cover removed.

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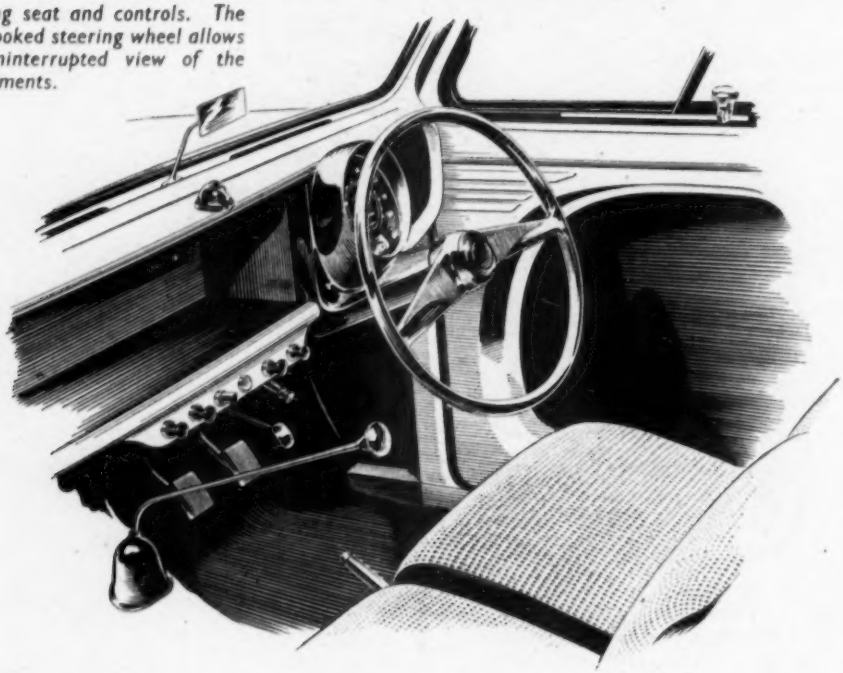
FEATURES OF THE NEW STANDARD EIGHT

Driving seat and controls. The two spoked steering wheel allows an uninterrupted view of the instruments.



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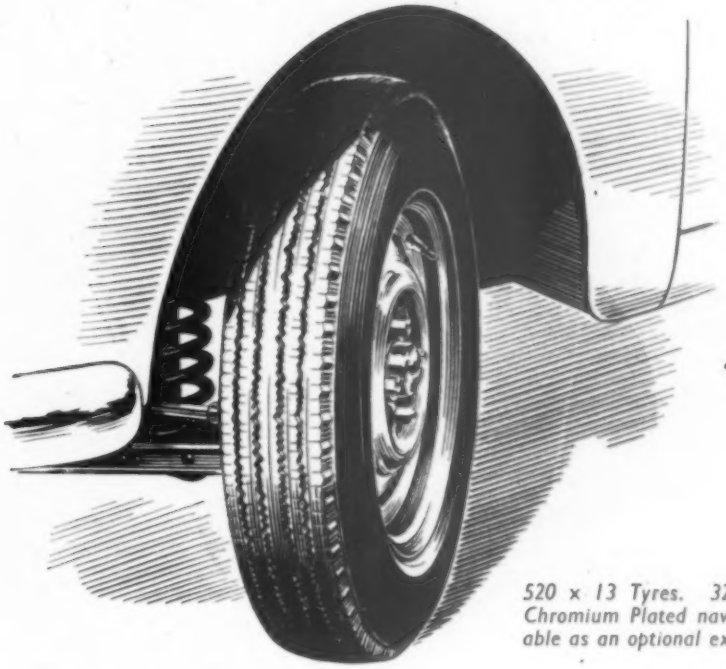

520 × 13 Tyres. 32ft. Turning circle. Chromium Plated nave plates are available as an optional extra.

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Stanbourne Motor Co., Ltd.

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Telephone: Bournemouth 7007

Service Depots:
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"STANDARD HOUSE," NORTHGATE END BISHOPS STORTFORD
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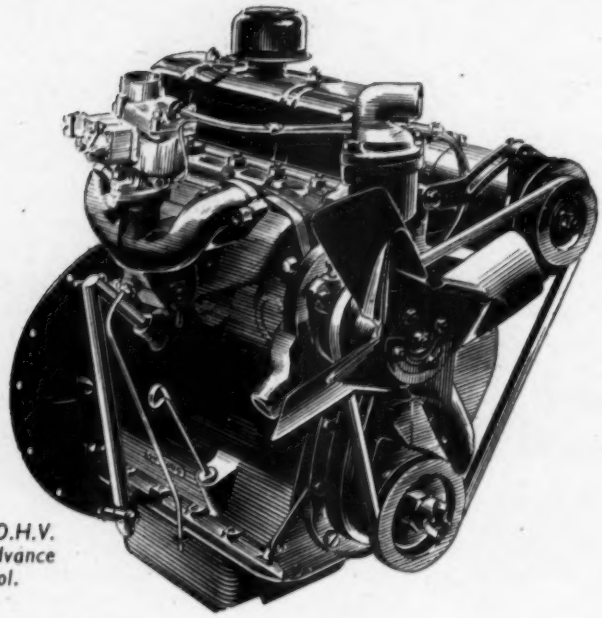
Area Dealers: **PARKHOUSE & CO.**
Fore St., Hertford. Tel. 2895

Retail Dealers: **STAR STREET GARAGES LTD.**
Star Street, Ware. Tel. 199

FEATURES OF THE NEW STANDARD EIGHT



4 Cylinder 803 c.c. O.H.V. Engine with automatic advance and retard ignition control.

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and at Canterbury, Dover and Broadstairs

FEATURES OF THE NEW STANDARD EIGHT

Unique luggage space, showing the large amount of baggage that can be stowed when the car is travelling with only a driver and passenger.

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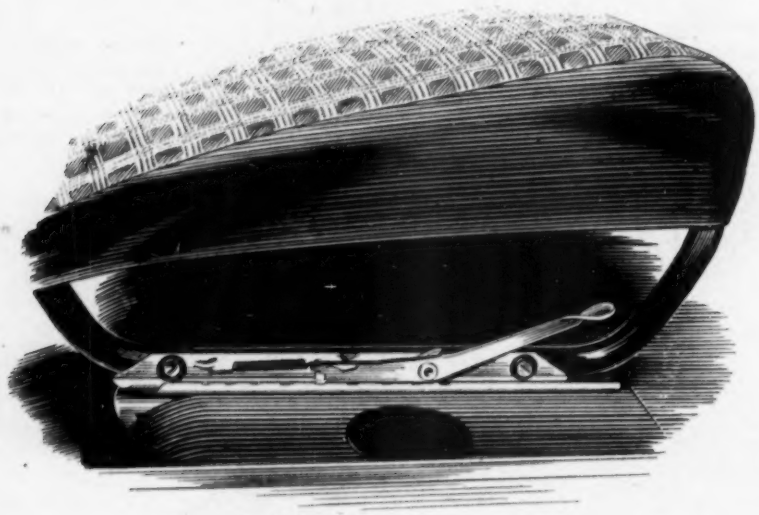

Adjustable front seat. The passenger seat is also adjustable.

Your local Standard and Triumph Distributor and Dealer

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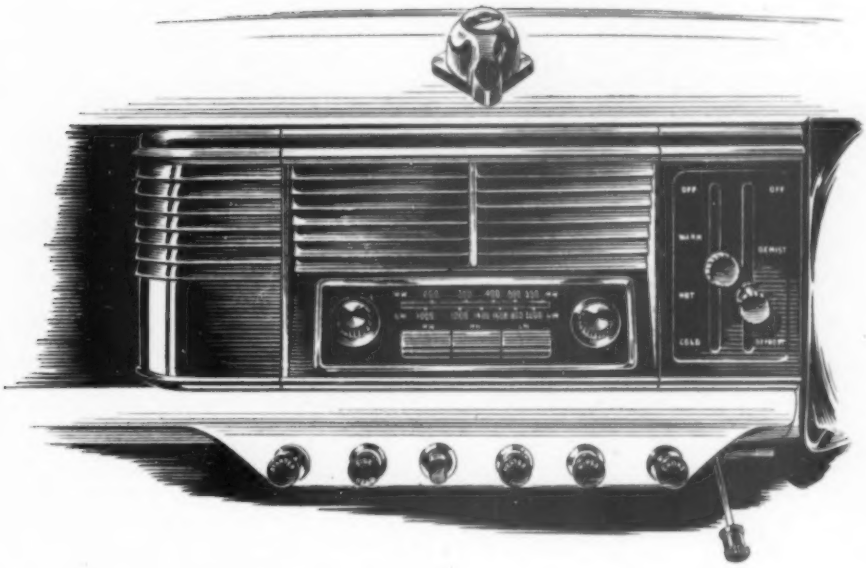
SHEEP STREET · NORTHAMPTON · TELEPHONE 3391-3

FEATURES OF THE NEW STANDARD EIGHT

The direction indicator control with combined warning light is shown above the optional radio unit and heater panel.



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1919 (KETTERING) LTD.

Telephone: 2231 (3 lines)

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F. MITCHELL (NOTTM.) LIMITED

DERBY ROAD, NOTTINGHAM

Tel. No.: Nottm. 52814

NOTTINGHAMSHIRE

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Distributors since 1912

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Distributors & Specialists

STANDARD HOUSE, HEADINGTON, OXFORD

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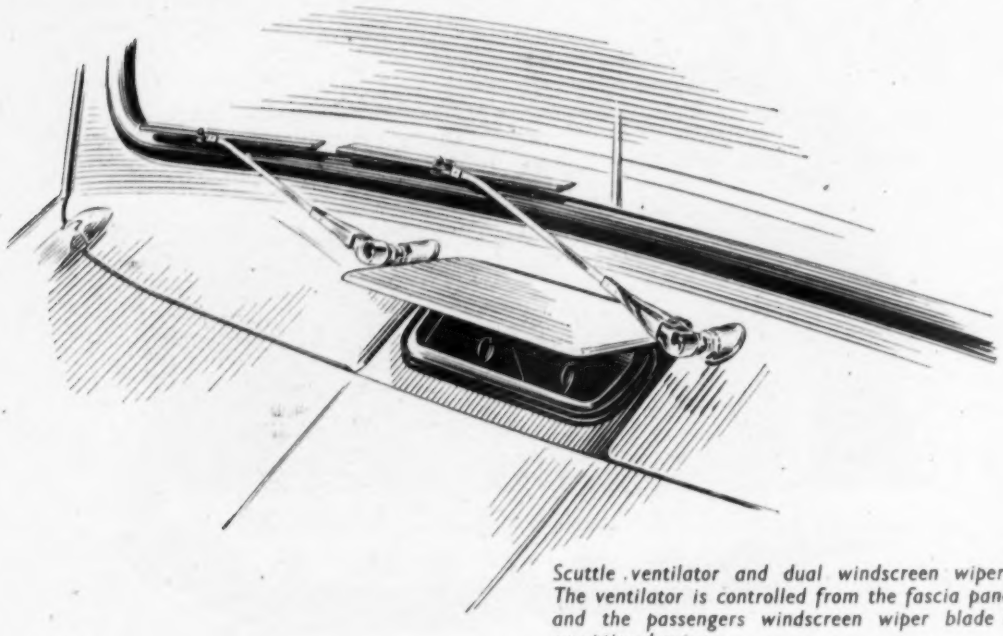

Scuttle ventilator and dual windscreen wipers. The ventilator is controlled from the fascia panel and the passengers windscreen wiper blade is an optional extra.

Your local Standard and Triumph Distributor and Dealer

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W. SPARROW & SONS, LTD.,

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Distributors for the past forty years

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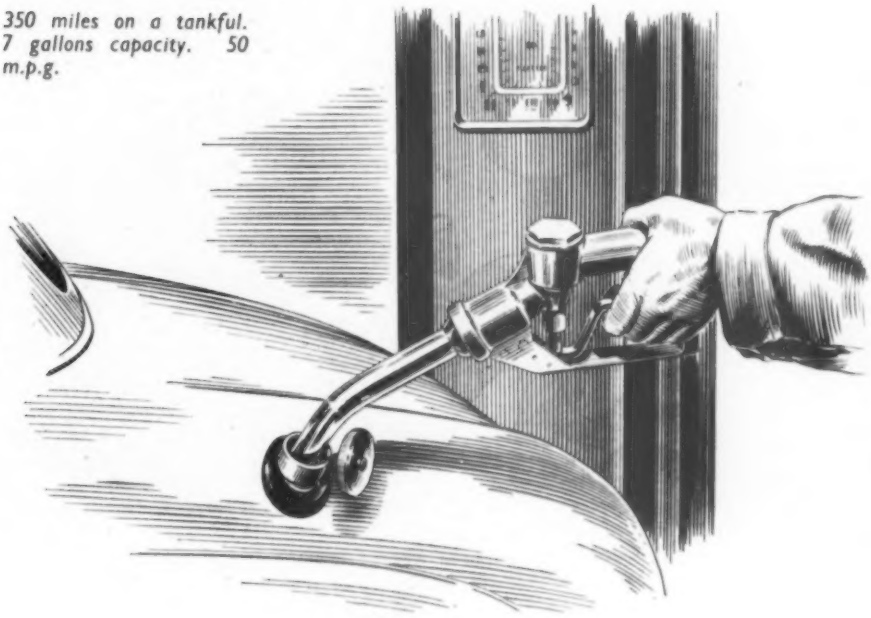
350 miles on a tankful. 7 gallons capacity. 50 m.p.g.



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STAFFORDSHIRE **THE DARWALL GARAGE LTD.** DARWALL STREET, WALSALL *Walsall 3297*	STAFFORDSHIRE **CYRIL WILLIAMS MOTORS LTD.** CLEVELAND STREET, WOLVERHAMPTON *Wolverhampton 24171*
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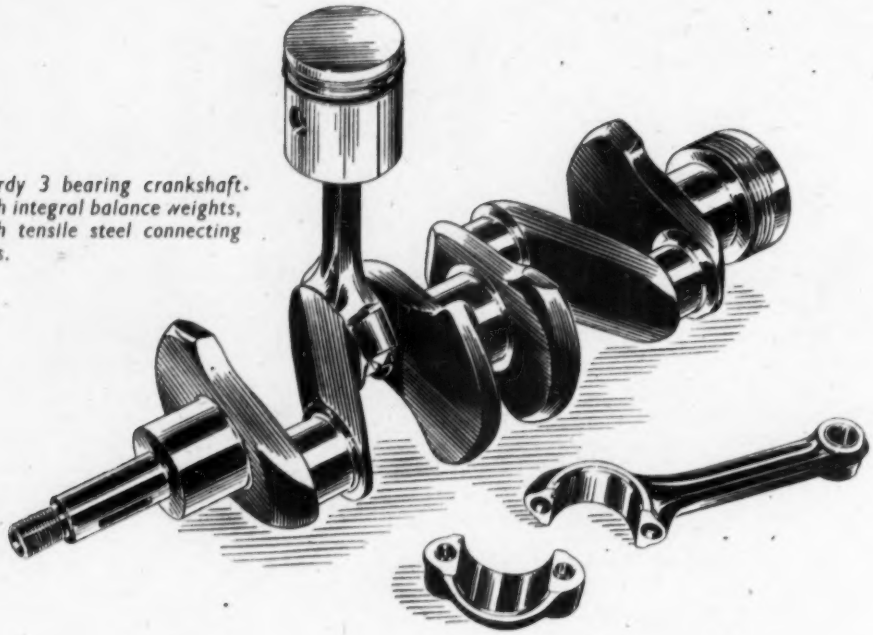

Sturdy 3 bearing crankshaft with integral balance weights, high tensile steel connecting rods.

Your local Standard and Triumph Distributor and Dealer

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F. W. MAYS & CO. LTD

Standard & Triumph Sales & Service

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Telephone: Elm. 1184-5

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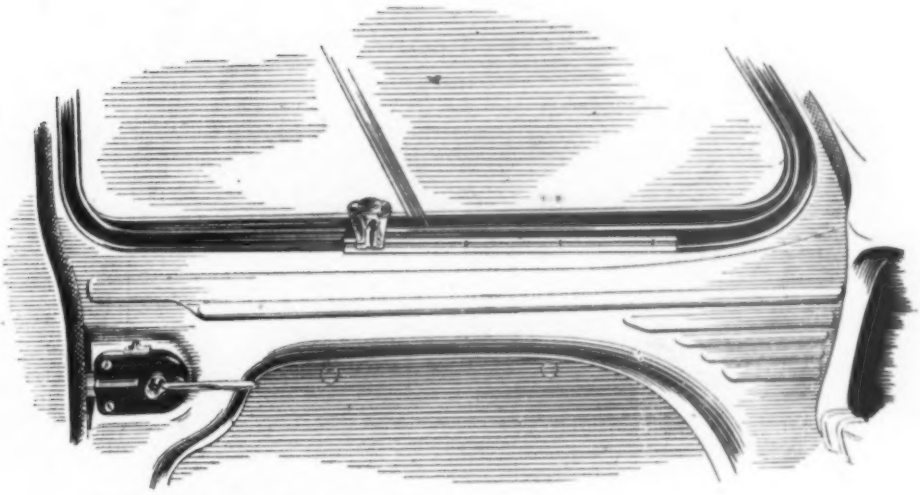

Sliding windows with positive locking control. Door locks with easy action levers. Drivers door locked by Key from outside.

Your local Standard and Triumph Distributor and Dealer

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PUTTOCKS LTD.

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Telephone: Hove 38678

SERVICE STATION: RUSSELL SQUARE, BRIGHTON 1
Telephone: B'ton 2304 5/6

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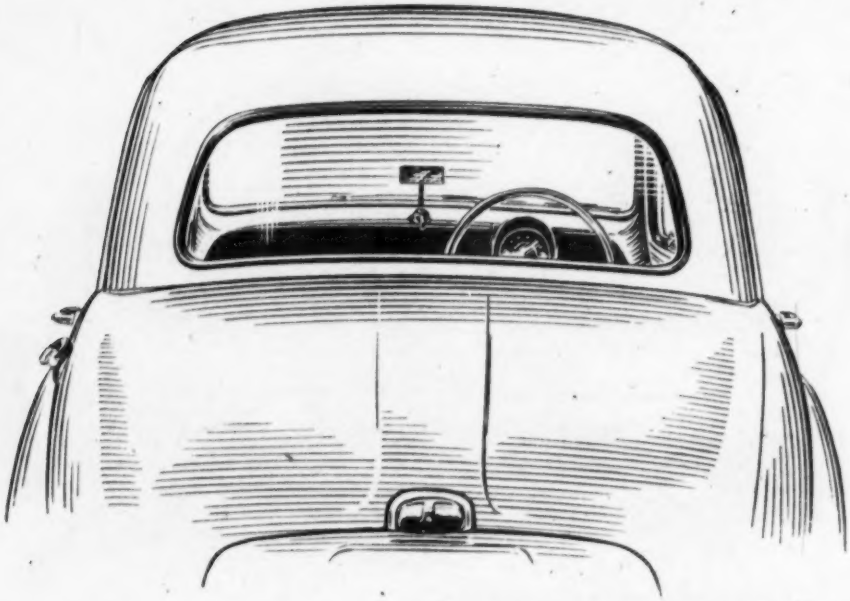

Large curved rear windows for maximum vision. The unique luggage storage system allows the rear panel of the car to be completely dust and waterproof.

Your local Standard and Triumph Distributor and Dealer

WARWICKSHIRE

MIDLAND AUTOCAR CO.

(LEAMINGTON) LTD.

Standard Distributors for over 40 years

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JOHN BRIGHT STREET, BIRMINGHAM, 1

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WARWICKSHIRE

S. H. NEWSOME & CO. LTD

CORPORATION STREET, COVENTRY

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AND AT 457 ANSTY ROAD,
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Area Dealers

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Telephone: Rugby 2685

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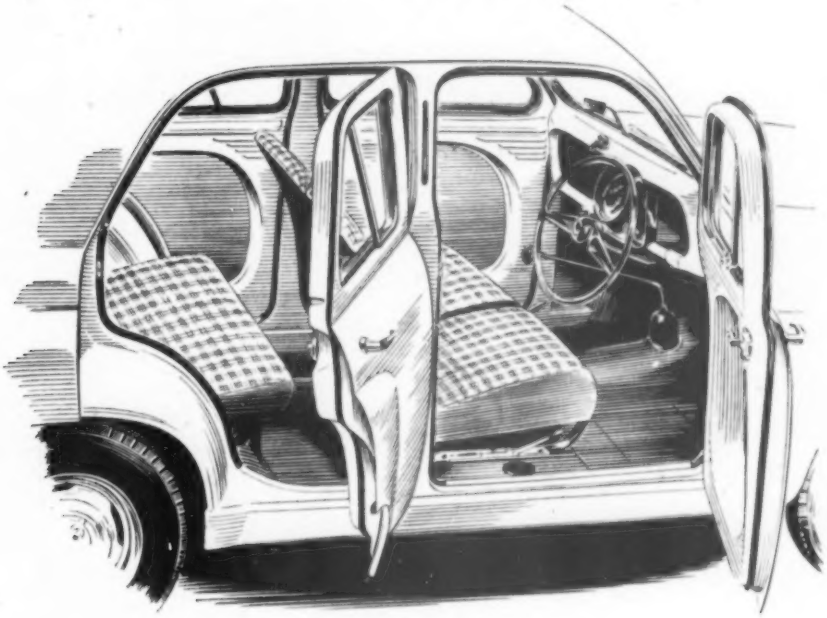

Four doors for easy access—front hinged for safety. The jacking system is operated through the panel shown beside the drivers seat.

Your local Standard and Triumph Distributor and Dealer

WESTMORLAND

Come and inspect
the New Standard Eight at

ATKINSON AND GRIFFIN LTD.

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Phone 73

WITSHIRE

Quantock Motors

OF SWINDON

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WILTSHIRE

CENTRAL GARAGE

(TROWBRIDGE) LIMITED

Standard & Triumph Distributor

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(Opposite the Gaumont Cinema)

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P. W. BARKER LTD.

District Distributors

82-84 LOWESMOOR, WORCESTER

Founded 1906 Phone 5161

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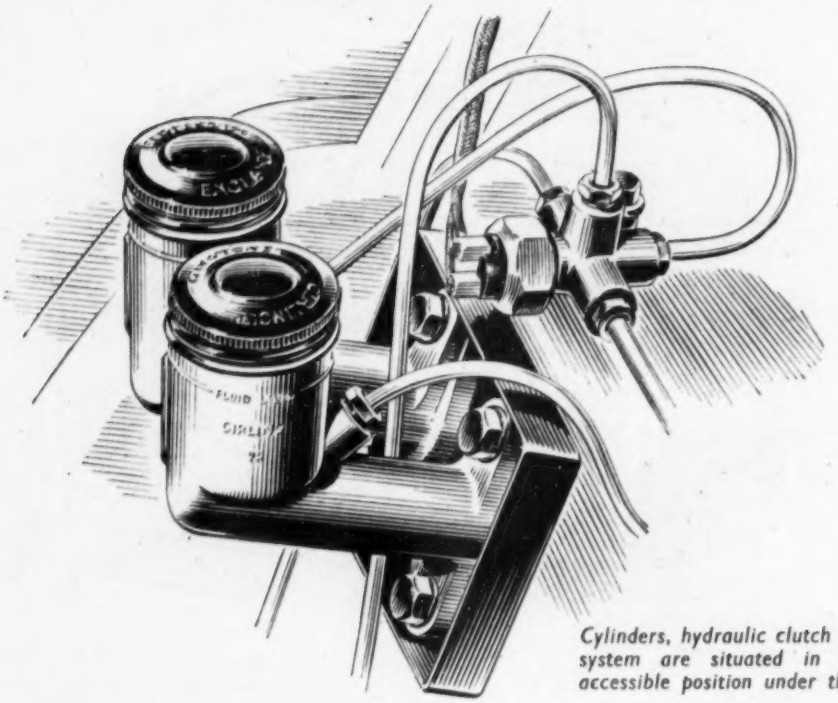

Cylinders, hydraulic clutch and brake system are situated in a readily accessible position under the bonnet.

Your local Standard and Triumph Distributor and Dealer

YORKSHIRE

South Yorkshire & North Derbyshire Distributors

ERNEST W. HATFIELD LTD

Invite you to inspect the new Standard Eight at

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SHEFFIELD 1

Phone 21176 (4 lines)

BARNSLEY AREA DEALER

Standard Eight available for inspection at

EYRE BROS

(BARNSLEY) LTD

6 ELDON STREET, BARNSLEY

Phone Barnsley 2461

CHESTERFIELD AREA DEALER

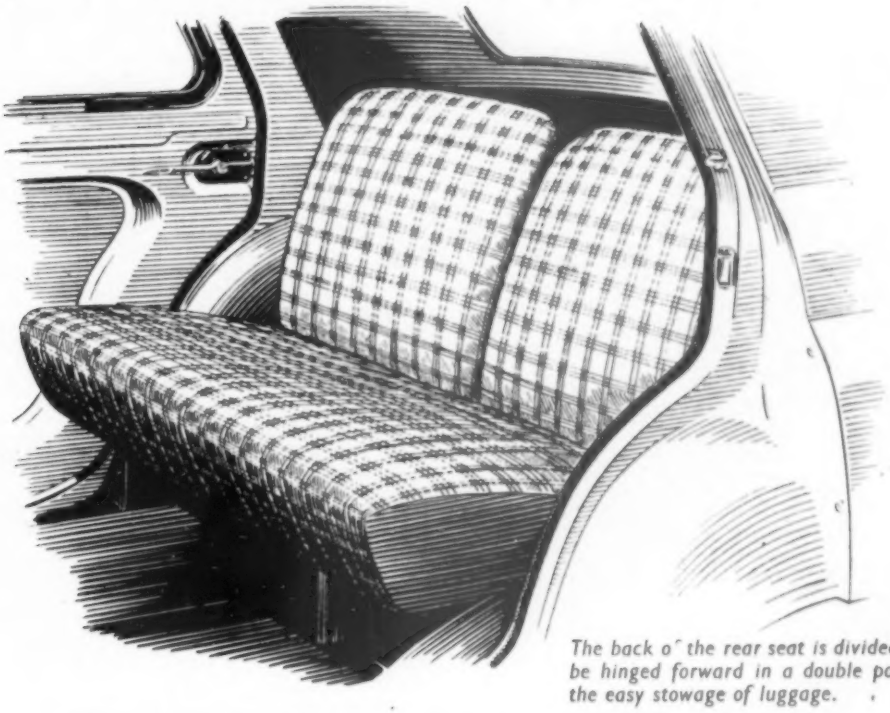
Standard Eight available for inspection at

EMPIRE GARAGE

SHEFFIELD ROAD, WHITTINGTON MOOR, CHESTERFIELD

Phone Chesterfield 3901

FEATURES OF THE NEW STANDARD EIGHT



The back of the rear seat is divided and can be hinged forward in a double position for the easy stowage of luggage.

Your local Standard and Triumph Distributor and Dealer

YORKSHIRE

MYERS & BURNELL LTD.

Standard and Triumph Distributors For Forty-Two Years

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YORKSHIRE

JOHN KAYE (LEEDS) LTD

Distributors for Leeds and District

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Phone 29439

YORKSHIRE

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Distributors of Standard & Triumph Cars in Huddersfield & Halifax

CHAPEL HILL, HUDDERSFIELD

Phone 7676/7/8

YORKSHIRE

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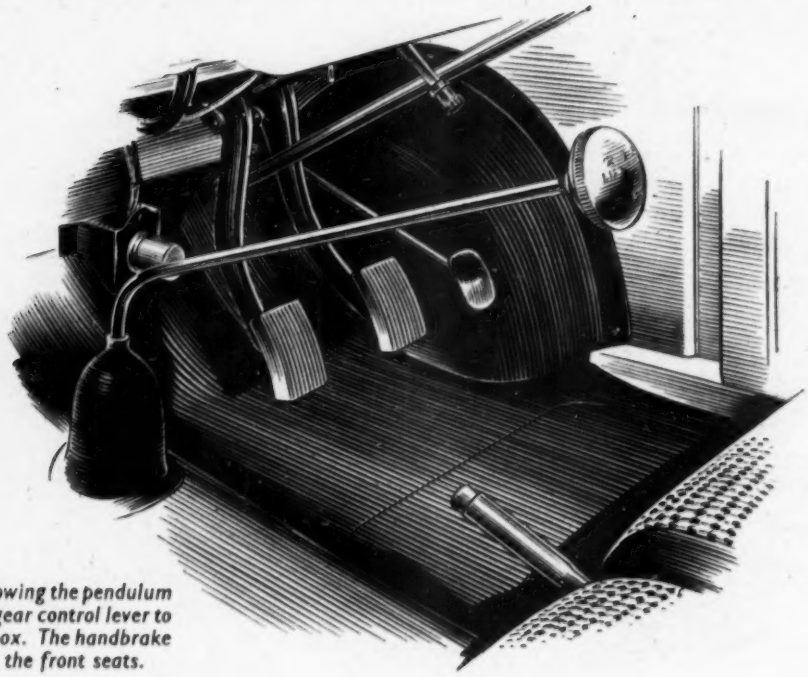
(Hull and East Riding) Ltd.

83-85 ANLABY ROAD, HULL

Distributors for Hull and District

Telephone Nos.: 15733/2/1

FEATURES OF THE NEW STANDARD EIGHT



The main controls showing the pendulum type pedals and the gear control lever to the four-speed gearbox. The handbrake is mounted between the front seats.

Your local Standard and Triumph Distributor and Dealer

YORKSHIRE

ALBERT FARNELL, LTD.,

BRADFORD, 1

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NORTONS (CARDIFF) LTD.

PENARTH ROAD, CARDIFF

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Grams: Norautolim

MONMOUTHSHIRE

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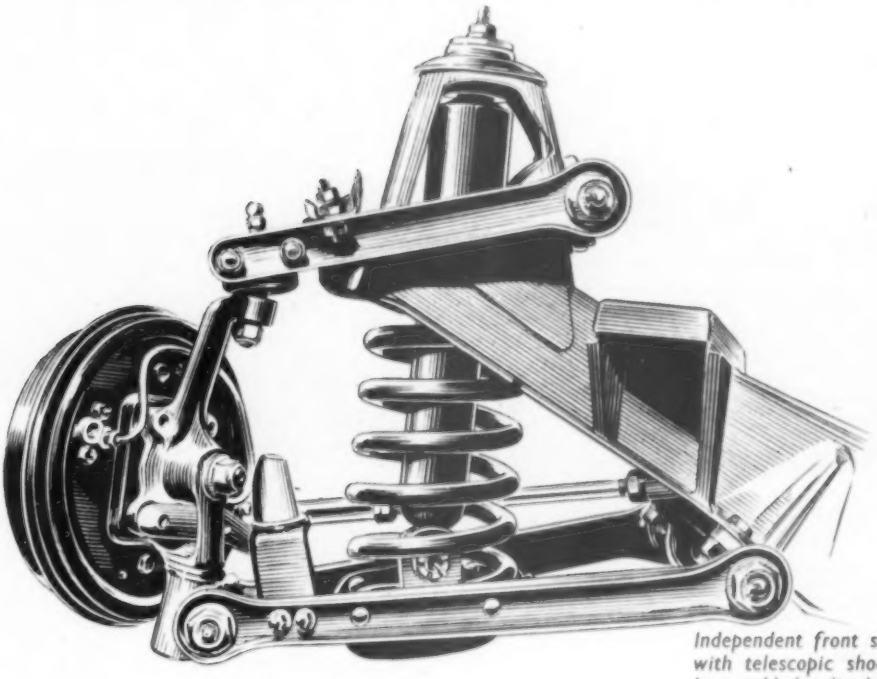
RODNEY RD., CLARENCE PL., NEWPORT

Phone 4187/8

FEATURES OF THE NEW STANDARD EIGHT



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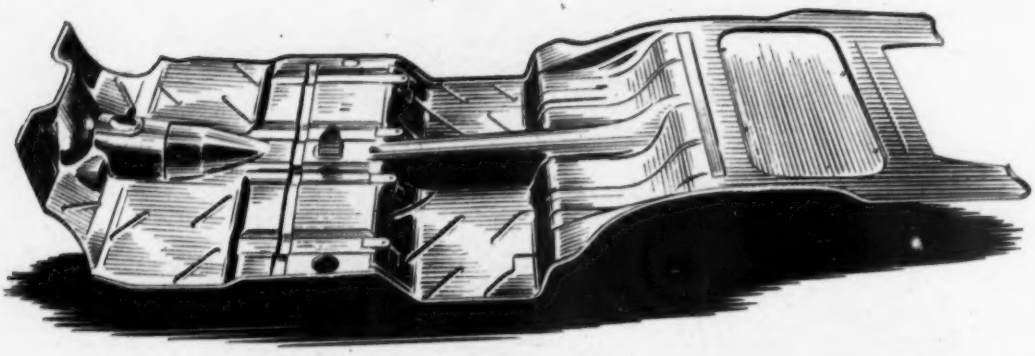

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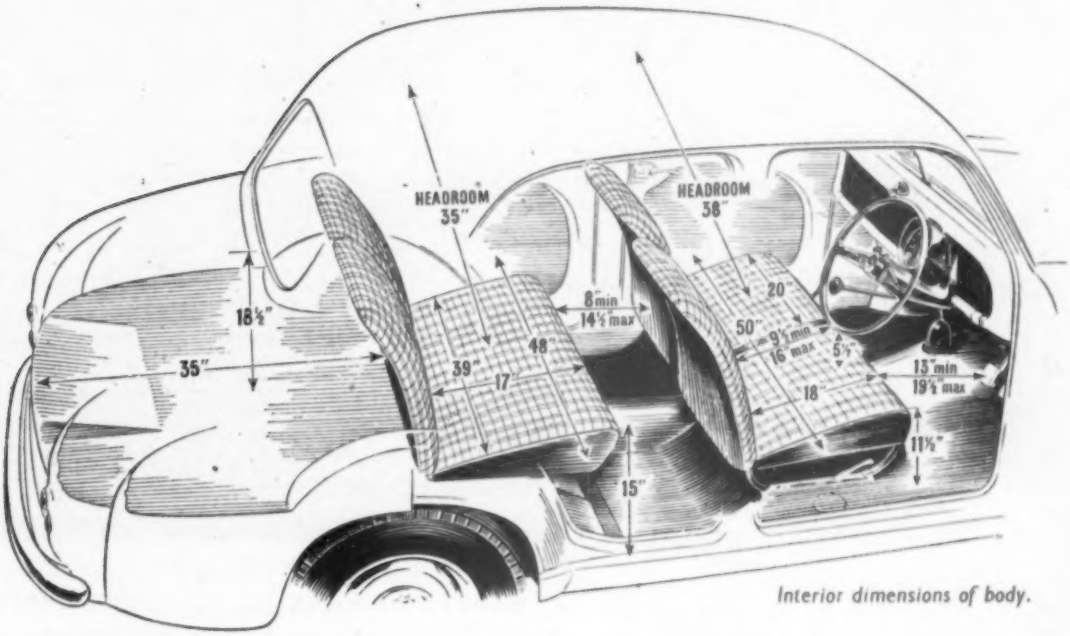

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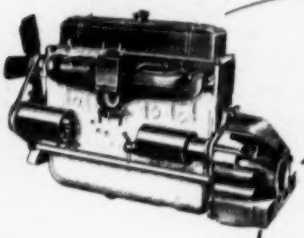

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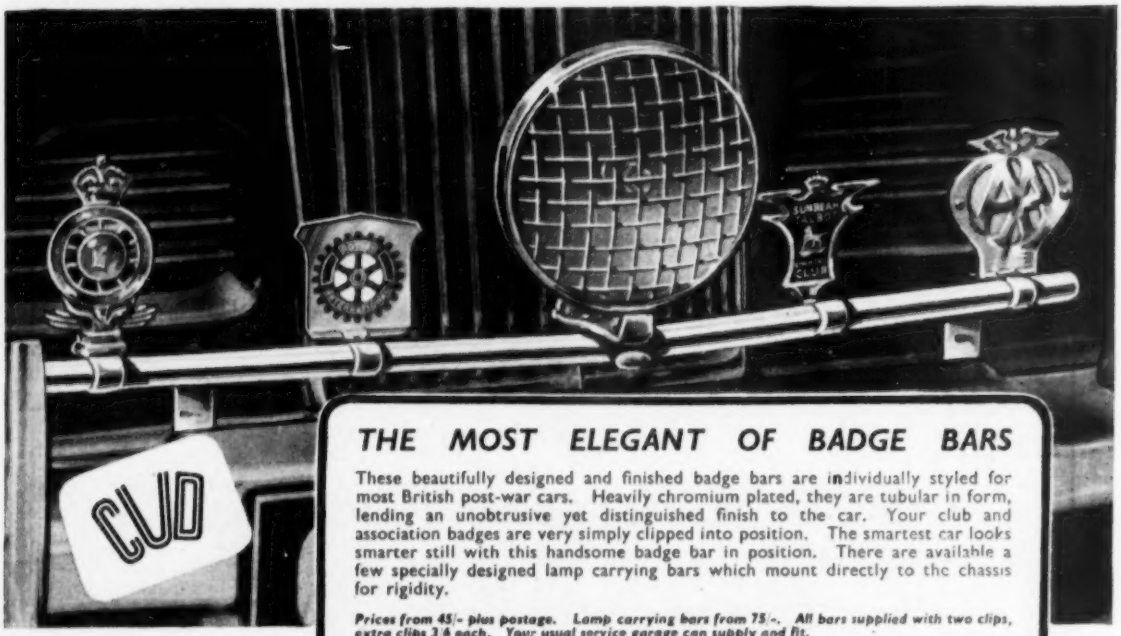

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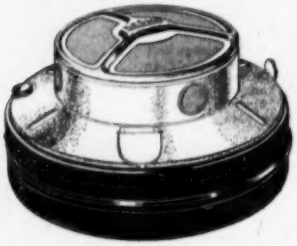

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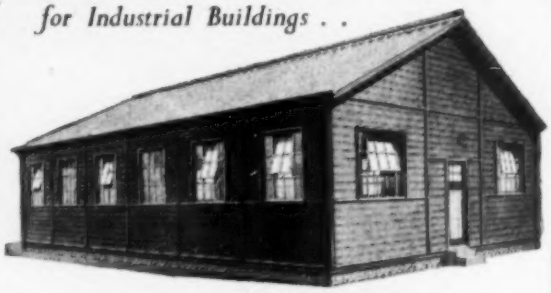

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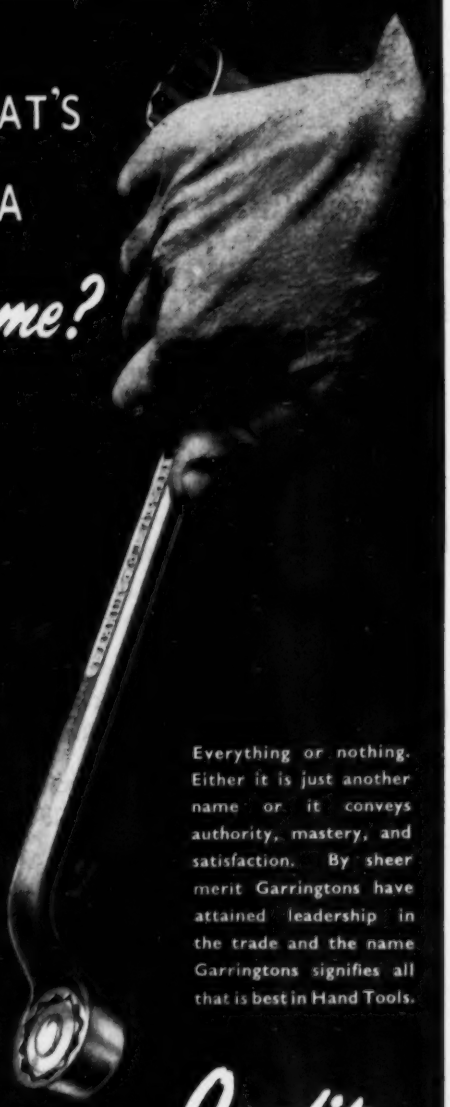

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Autocar—September 18

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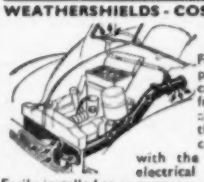

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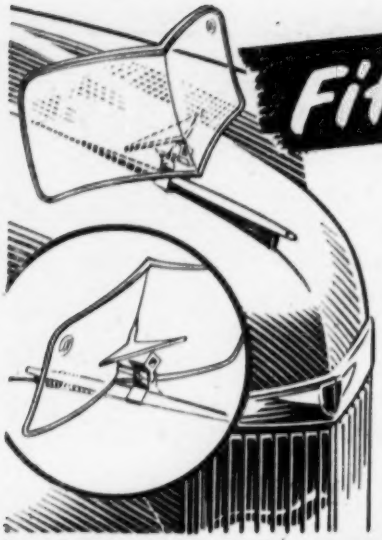

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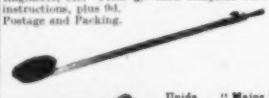

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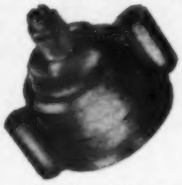

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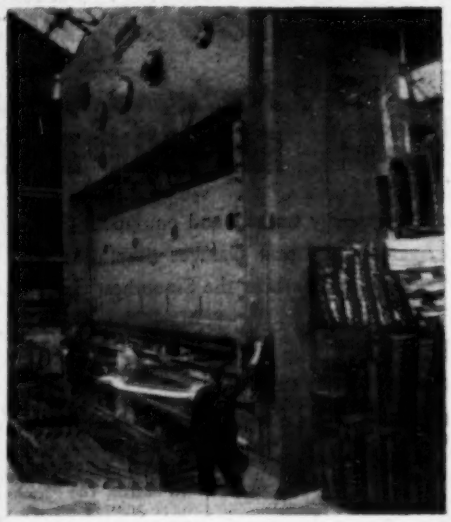

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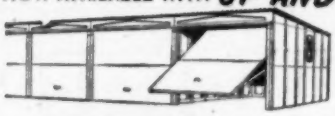

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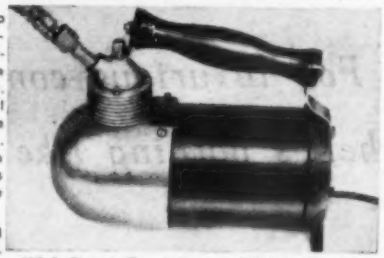

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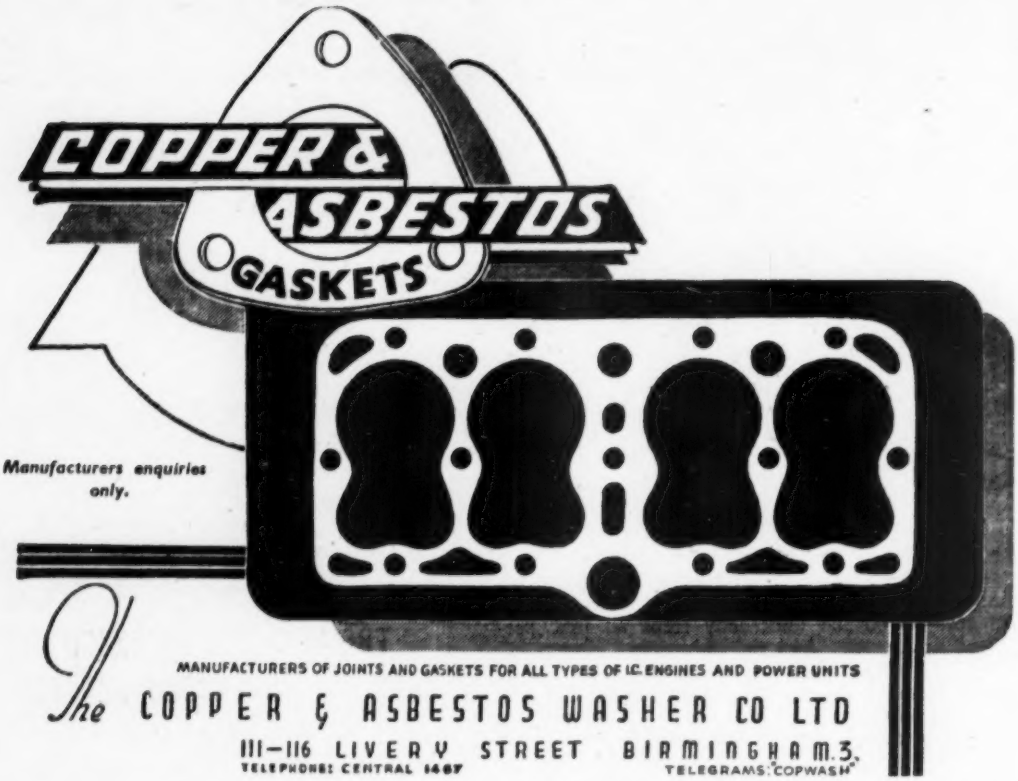

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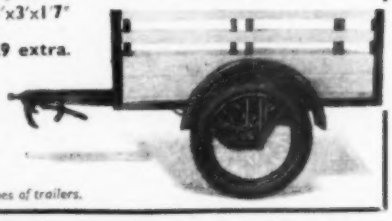

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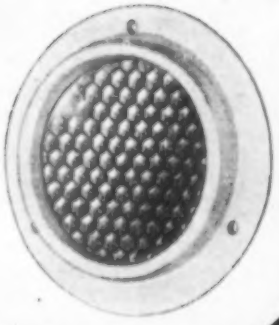

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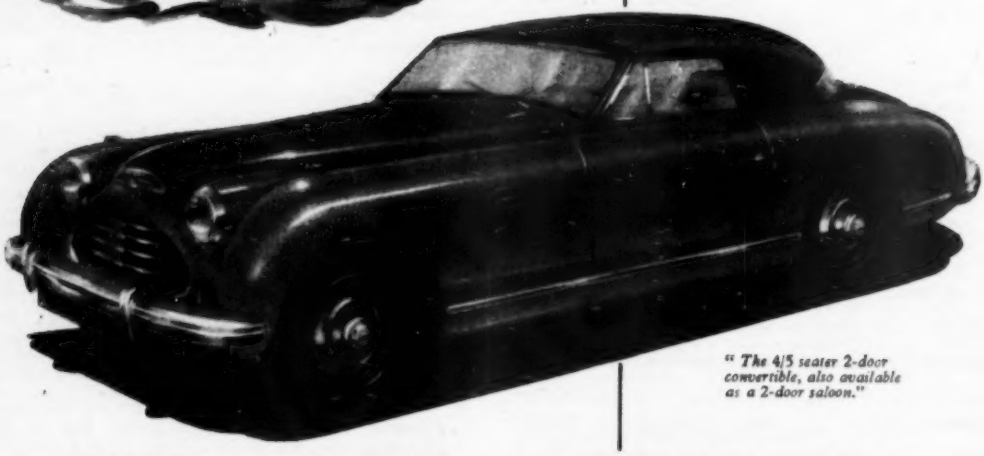

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The Autocar
FOUNDED 1895

No. 3016 *Friday, September 18, 1953* Vol. XCIX

Lead-acid

WITH the approach of the autumn motorists need to look to their electrical circuits, for it is on the well-being of this particular part of the car that good starting on winter mornings largely depends. Simple checks are all that are necessary to ascertain that the wiring and ignition components are working satisfactorily; where most owners encounter difficulty is in judging the state of the source of electrical energy—the battery itself.

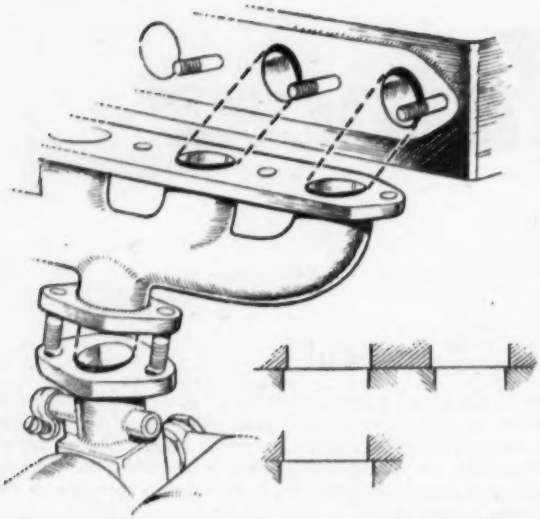
There is, in fact, only one reliable test of the state of health of a lead-acid cell, as each compartment of a battery is correctly termed; that is by plotting a discharge curve. But as this entails a resistance circuit through which the current may flow at a certain rate, and the necessity of periodical voltage measurements throughout the process, it is outside the scope of most car owners. The next best generally accepted test of cell health is by the hydrometer; this, by measuring the specific gravity of the electrolyte, indicates how far the process of charge conforms with the ideal. If, for instance, prolonged charging fails to raise the specific gravity of the electrolyte beyond 1.215 in a battery for which the fully charged figure should be 1.250, then the health of the cell should be suspected.

There exists the popular misconception that the addition of sulphuric acid to bring the specific gravity up to the correct figure is a remedy; in fact, this is a "shot in the arm" that leaves the patient in a worse state than before after a very brief interval of activity. Only unusual circumstances can result in a substantial loss of actual acid during the lifetime of a battery; evaporation is confined to water, and, if the voltage regulator is working satisfactorily, excessive gassing under charge, which causes splashing, should not take place.

Many owners will not wish to be bothered with hydrometer readings, particularly if their battery is inaccessibly placed, though they may be prepared to check voltage by putting a voltmeter across each cell. There is a correct method of carrying out even this simple operation, only the closed circuit test being of real value in ascertaining the state of a battery. This entails measuring the voltage when the battery is supplying a substantial current, as applies when all the lights are switched on while the car is stationary without the engine running. In such conditions a figure of between 1.9 and 2.0 volts per cell should register. Open circuit readings have some value in certain conditions. For instance, if the cells are checked absolutely immediately the engine is switched off after a long daylight journey—in other words, at the moment when the battery comes off charge—an open circuit reading of 2.6 volts per cell would indicate a first-class response to charging, and probably, therefore, cells in really good condition.

If fitted, the ammeter, by its fluctuations, is helpfully informative. When, after starting away, the period of heavy charge begins to lengthen substantially on modern cars with voltage regulator-controlled dynamos, the time is approaching when the battery will need renewal, the effort of the starter having exhausted the supply of electricity that can be stored in the deteriorating plates of the cells. It is important to remember that the starting motor imposes by far the greatest load on the battery, so great a current flowing that it cannot be measured by the car's ammeter.

Most of the battery tests described, accurate or hit-or-miss, will indicate deterioration after about two years of normal use, although there can be wide variations from this rough estimate. Owners can be assured that continual charge and discharge are just as healthy for the battery as are long periods of disuse in the garage, and that cleanliness and the avoidance of abuse are the only measures they can take to prolong battery life. In view of its imperfections and the expense of renewal, they may well ask why the heavy lead-acid cell and its vitriolic contents are necessary on cars, and the simple answer can be given that no other form of electrical storage capacity is quite so satisfactory for the purpose. The nickel-iron cell, with its physical strength and alkaline electrolyte, has certain advantages, but its voltage charge and discharge curves are irregular, and its low cell polar potential difference of about 1.2 volts means that more cells are required to provide a given voltage.



In quantity produced cars of moderate price it is not unusual to find that the ports do not exactly match up with the corresponding holes in the manifold, and that the carburettor is not accurately aligned with its manifold orifice. This means that unnecessary obstruction and turbulence is caused, which is detrimental to the flow of the mixture.

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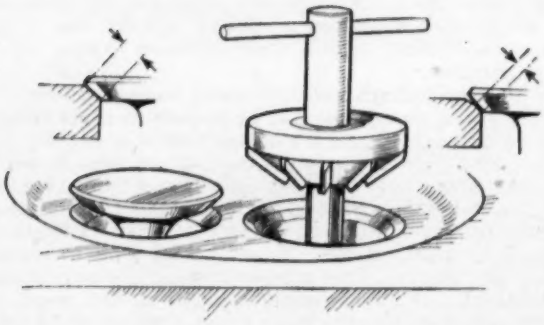


The seating of the valves is of very great importance if the engine is to give of its best. This illustration shows how the valve seat can be made narrower to make a more perfect seal. In this case the pressure of the valve on its seat is increased in proportion to the reduction in seat width.

ECONOMY is certainly uppermost in the minds of most motorists for very obvious reasons; economy of running costs as a whole and of fuel in particular. Extra performance often means an increase in outlay, yet because of the reintroduction of good fuels, and the reduction in car prices as a result of the ready supply of new cars and the purchase tax reduction, there has been a renewed interest in tuning for performance. It is true that most of the requests for information, made to this journal, contain the proviso that m.p.g. must not be affected seriously, and that the car must remain capable of trouble-free daily motoring. There are many, too, who want to know how to build a "special," but they must be placed in a different category from the average owner.

But anyone wanting to get more performance from his car need not necessarily take it for granted that his target is synonymous with reduced m.p.g. Modifications can be divided into at least two classes; those which simply improve on the original design, and those which release more power at the expense of reliability, flexibility or reduced m.p.g.

Examples show the difference between these types of modifications. A poor exhaust system has the effect of bottling the waste gases, thereby affecting the amount of fresh mixture for which there is room in the combustion chambers. To improve the exhaust manifolding may therefore improve performance, but in all probability m.p.g. will not be noticeably affected. Similarly, if an engine shows no tendency towards pinking it may well be possible to increase the compression ratio to obtain improvement in both performance and m.p.g. Only if the ratio is increased excessively, is seriously increased wear or greatly reduced flexibility through the gears likely to result. It must be remembered that most cars are built to a price and for reliable use all over the world. It is not unnatural that the enthusiastic owner can often effect modifications which improve the car, for his personal use, and which enable the car to give of its best according to the conditions in which it is required to work, and on the grade of fuel which is available.

It is not intended that detailed information should be given about specialised tuning, such as is necessary for racing purposes, for, apart from the immense scope of the subject, the average enthusiastic motorist is more concerned with making moderate increases in power output. But before describing any particular modifications, the basic theory should be briefly considered.

In practice, combustion chambers are charged with a petrol and air mixture. It is ignited, the resulting expansion driving down a piston; then, as the piston returns, the waste gas is pushed out and the process is repeated. The amount of power which will result from one of these cycles depends primarily on the amount of mixture induced into the combustion chamber, the degree to which it is compressed before being ignited, and the ease and thoroughness with which the waste gas is expelled. Actual road performance is affected by many other factors, of course. For acceleration, power must be considered in relation to the car's weight. Too much power must not be absorbed by the transmission (so look to good lubrication), wind resistance must also be considered, and so on. Useful improvements can often be made by weight reductions, and many engines have been coaxed to give greater power outputs by drivers oblivious to slightly binding brakes. However, it is the engine with which this article is concerned.

The Fundamentals

This basic theory should be related to the car concerned, for it may be particularly weak in one respect or another, in which case some specific improvement should yield a particularly useful increase in efficiency. Taking the theory step by step, however, induction comes first. On the average family car this may be improved by fitting extra carburettors, the usual method being to fit one carburettor to each pair of cylinders, because on most cars one inlet port feeds two cylinders, and each carburettor must have a port as its mounting. More than this may, in any case, be unnecessary because carburettors for a normal engine may not be available in a small enough size for use on only one cylinder. Certainly, one carburettor is used to each cylinder on some racing cars, but in this application it is possible to use a small motor cycle carburettor because little engine flexibility is required; maximum power at full

throttle being the essential consideration for high speed.

But even one carburettor to two cylinders may not be beneficial on a very small engine because the ports (the passages in the cylinder head which carry the mixture from carburettor to combustion chambers), are too small. Advice on this point can usually be obtained from the carburettor manufacturers, who can also suggest suitable alternatives for the engine in question. With a carburettor to each cylinder there is also the disadvantage of intricate tuning to get the components balanced and to keep them in tune. It is worth remembering that even with two carburettors, or perhaps three on a six-cylinder engine, it is necessary to make a good, robust throttle linkage, so that once tuned the carburettors will not quickly take up different settings through mechanical latitude in this respect.

If a relatively small improvement is to be made with the existing carburettor it is usually possible to obtain from the carburettor agents richer jets or a richer needle, depending on the type of carburettor. Such modifications should give extra power at the expense of slightly increased m.p.g. A final point about induction is to check that the air cleaner is not inefficient. For maximum efficiency, of course, the air cleaner-silencer can be removed and the carburation re-adjusted, but it is really better to leave it *in situ* because of its important role in prolonging engine life. Modified types can serve both purposes adequately.

Ports are not so difficult to work on as is often thought. Polishing them speeds the gas flow and all that is needed in the way of equipment is a slotted peg to which one attaches strips of emery cloth. An electric drill then does the bulk of the work. Incidentally, it is desirable to use a flexible drive for the emery cloth bobbin because drills are not made to take side loads.

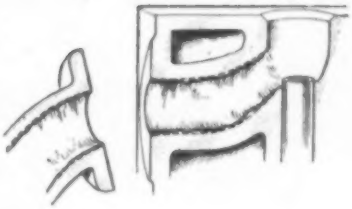
Enlarging the ports is a different matter. It must first be discovered how much metal may be removed without possibly breaking into a water passage, for example. This is skilled work, and it is not recommended for the novice. There is a middle stage, however, between the emery cloth technique and port enlarging. It is normally safe to enlarge the average port with a grindstone so that it matches up with its manifold, and any protuberances on the surface of the ports which might arrest the gas flow can be removed in the same way. Emery cloth should be used for the final polish.

Polishing should extend beyond the ports, of course. The inlet manifold itself should be similarly smooth and one must make sure that not only do the manifold passages line up with the ports but that also that the carburettor lines up with its manifold opening to the finest possible degree. If two or more carburettors are used they may be mounted directly to the ports, cutting out the need for a manifold, but if there is no manifold it is probable that the carburettors have short pipes connecting them to the ports. In these cases, of course, the ends of the pipes must match up neatly with both the ports and the carburettors.

Inlet manifolds are not always easy to polish because of difficult internal twists. The "rumbling" technique can be used to overcome this difficulty. Ball bearings are inserted into the manifold and all the openings are blocked with wood. If a lathe is available so much the better, but, if not, something else can be improvised so that the manifold can be rotated slowly for two or more hours. During this time, the ball bearings will gently smooth the internal surface of the manifold. It is, however, important that the manifold should *not* be spun vigorously when carrying out this operation.

Compression comes next, and here the amateur can make the necessary alterations himself or get the work done by a garage without great expenditure. There are few current production cars which will not benefit from an increase in the compression ratio—now that really good fuels are available—although it must be remembered that a greater load will inevitably bear upon pistons and bearings. For a start, it is possible to fit a thin cylinder head gasket, but the best way to accomplish an increase in compression ratio is to have metal removed from the face of the cylinder head so that a normal gasket is still used to make a seal at the head and cylinder block joint, where pressure now will be greater than ever.

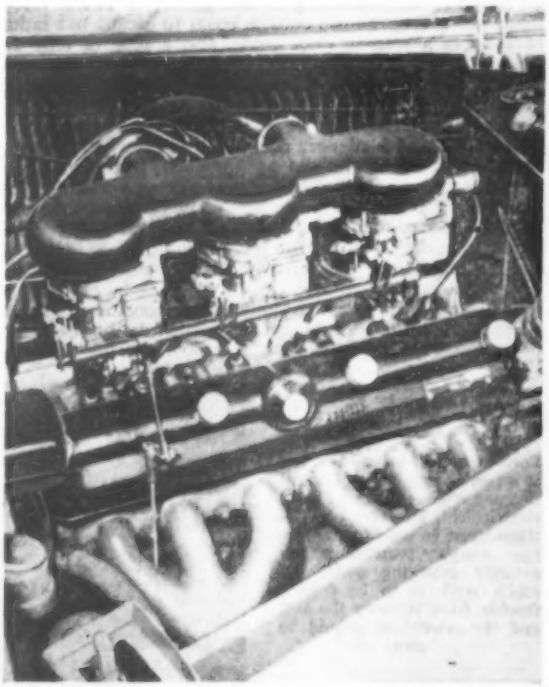
One advantage of primarily experimenting with a thin gasket is that some indication is given of how much more compression the engine will take without excessively reducing the flexibility on top gear, and without trying to take too much advantage of the best available fuel. What is generally not realized is that it is hardly possible to express



Ports should not be widened without the sure knowledge that the water passages are not lying too close to the inner surfaces of them. But roughness and irregularities can be ground away as shown here by the dotted lines.

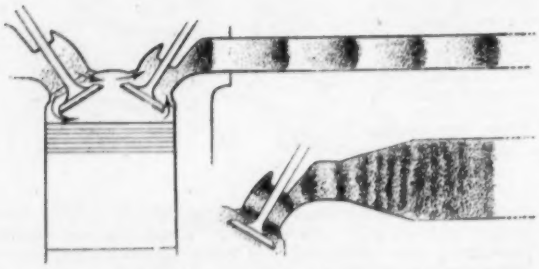
PERFORMANCE

RENEW INTEREST IN PERFORMANCE By MICHAEL CLAYTON



When more than one carburettor is fitted it is important that the linkage is really robust, so that the carburettors do not easily get out of tune. This is the standard Bristol installation.

TUNING FOR PERFORMANCE . . . . . continued



Exhaust pipe diameter is important, for if it is correct each exhaust pulse will have an extractor effect on the next. If the pipe is too large the gas velocity will be lower and this effect will be lost.

a set formula determining the amount by which compression ratio can be raised, unless, of course, someone else has already made extensive experiments on a similar car. The method of working out how much metal must be removed from the cylinder head to effect the particular increase decided upon is not so difficult, and was described recently. (*The Autocar*, July 10, 1953, page 35.)

On the few cars fitted with an overhead camshaft—or even two—an increase made in the compression ratio by lowering the cylinder head may have an adverse effect on the camshaft drive. This is a point which can be checked with the car's manufacturer.

Valves and Exhausts

Exhaust manifolding and porting should naturally be constructed so that the gases have the easiest exit path. Taken to a more advanced stage, there is a good deal more to it, for such matters as the diameter of the exhaust pipe are important. Generally, the amateur enthusiast makes the diameter of the exhaust pipe too great. It is not just a matter of giving the gas enough room to escape but rather of keeping a spirited flow going, and a pipe of only 1in internal diameter is very often big enough. It is most important that the exhaust extensions should exactly match up with the exhaust ports in the cylinder head or block, or unnecessary turbulence will be set up. Sharp corners ought to be avoided and a silencer should be fitted which gives as little resistance to the gas as possible. Silencers of the straight through, absorption type—although slightly less effective from the noise emission point of view—are good, in preference to the more orthodox makes with baffle plates. Apart from the ports and the silencer there is little else that can be done to the exhaust system without making up a completely new assembly.

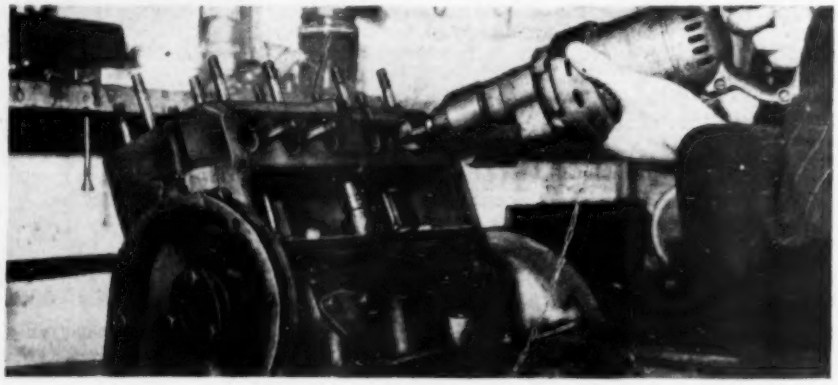
It is easy to forget, when undertaking modifications, that there is a great deal of difference between the power output of the average travel-worn car compared with a similar model which has been really well checked over. Valves and valve seats should be really well ground in, and, although the average family car owner may not wish to take the trouble, a better seal can be obtained if the width of the seats is reduced. The usual method of doing this is allied with combustion chamber polishing, and the upper face of each seat is cut back to reduce the width. This naturally increases the pressure of the valve on the seat, for the same total pressure is confined to a smaller total valve seat area.

Valve timing is probably best left untouched, if correct, for it is decided after prolonged bench testing by the manufacturers, and should therefore give the best results from the camshaft or camshafts in use. Only if special camshafts are fitted, so that the valves are lifted higher or earlier from their seats, may it be desirable to modify the valve timing. Accurate functioning of the valves depends, apart from their seating, on the camshaft, camshaft drive and valve gear. On an old car the cams on the camshaft are almost certain to be worn, so that the valves are not being lifted properly. Wear in the camshaft drive can also reduce valve efficiency; and most of the older cars are likely to benefit from a new set of valve springs which, if maximum speed on any gear is to be increased, can be reasonably stronger than standard.

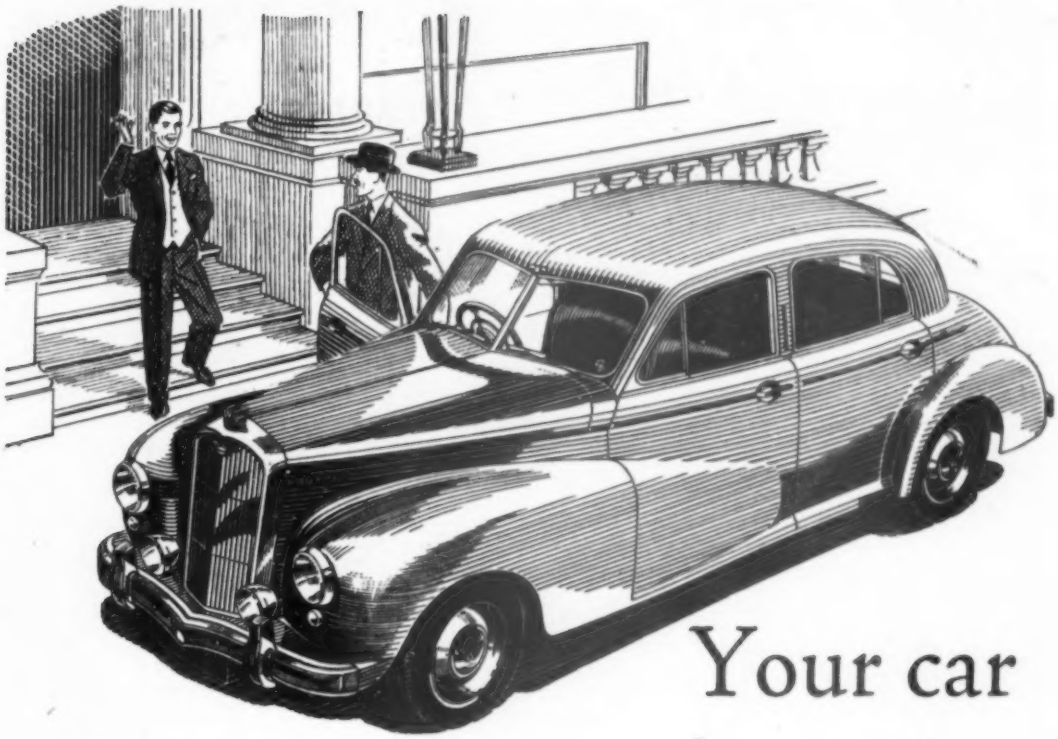
Ignition

Other finer points of tuning apply to the ignition, and the performance of many production cars benefits from accurate timing achieved by timing each cylinder separately. Any out of truth in the distributor cam profiles will not give a spark at exactly the same moment, relatively, in each cylinder. By noting the timing of the spark on each cylinder separately it is possible to check the efficiency of the cam profiles, and, if necessary, have them reground. Automatic advance mechanisms may not be functioning properly and new springs can make an improvement; and if the compression ratio has been increased a different automatic advance curve may be desirable. This is naturally difficult to decide upon, but the manufacturers, or someone who has carried out really extensive modifications to the model concerned, may be able to make constructive suggestions. The same thing applies in principle to the vacuum retard device if one is fitted. The one snag of fitting high voltage ignition coils is that they have a tendency to cause more rapid corrosion of the contact breaker and plug points. But this is not likely to worry anyone seriously interested in tuning and some benefit may result from the use of such a coil.

Nothing has so far been said about supercharging, and this for a special reason. It is often thought that there is a straightforward choice between carrying out tuning along the lines already described or fitting a supercharger. That is true to some extent, but it must also be remembered that those modifications carried out to improve gas flow are similarly desirable if maximum efficiency is to be obtained from a supercharged engine. Certainly, the addition of a supercharger is an easy way to more vivid acceleration and greater flexibility through the gears, but it is a quite expensive installation.



Ports can be polished using strips of emery cloth attached to a peg which is inserted in an electric drill. However, a grindstone must be used for removing rough protrusions or actually enlarging ports. If much work is to be done a flexible drive between the drill and the grindstone should be used.



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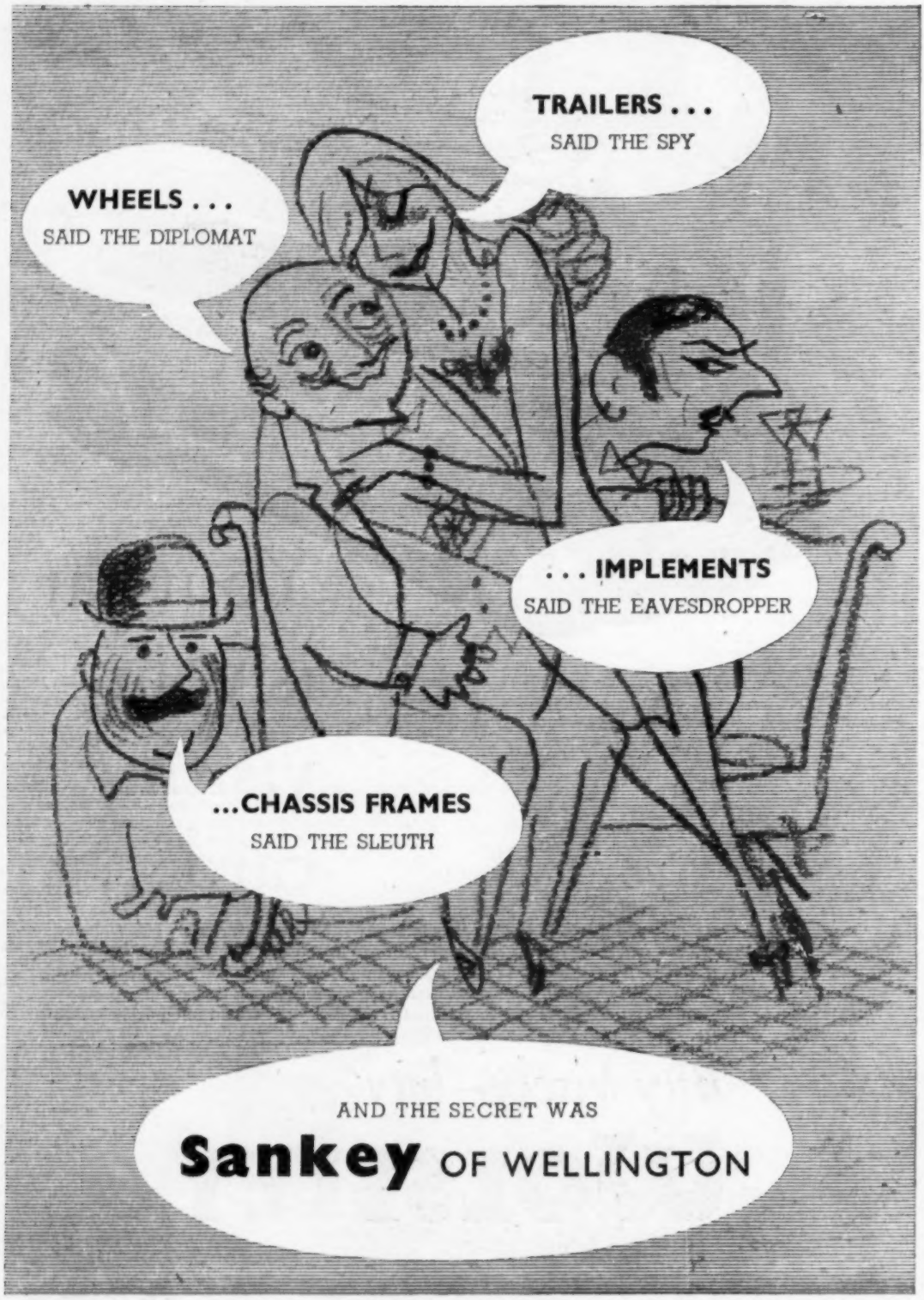

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NEWS and VIEWS

Licence Renewals

QUARTERLY car licences which expire on September 30 may be renewed now, and the Ministry of Transport has appealed to owners to make early applications on the forms available at any money order post office. Straightforward renewals, requiring no alteration in particulars, may be made at post offices.

Lower Car Taxes

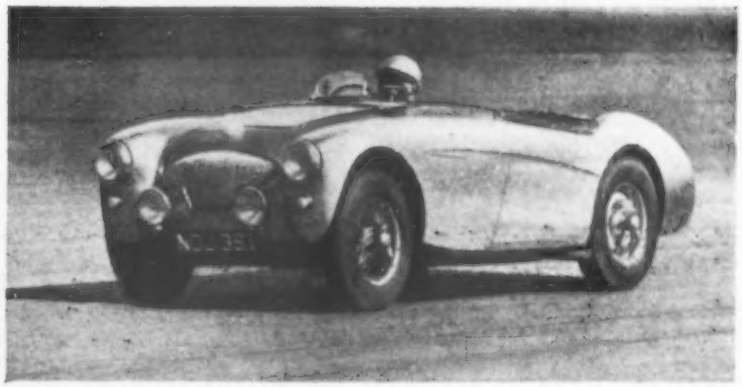
IT appears that there is a good chance that in British Columbia motorists will be called upon to pay less in licence fees and in excise tax after the legislature sitting which takes place this month. Licence fees may be reduced by ten per cent, but Mr. H. Ducker, of the B.C. Automobile Association, said that they were "still holding out for the ten dollar licence."

Flying by Volkswagen

IN France a firm called Avions Jodel, of Beaune, on the Côte d'Or, are building small single- and two-seater light aircraft, many examples of which are fitted with Volkswagen car engines. A number of different engines may be fitted to these aircraft but it appears that the Volkswagen is proving the most popular, because this neat little "flat four" engine and its system of air cooling is particularly suitable for aircraft use.

Crompton, Not Young

IN 1941 the Young Accumulator Co., Ltd., was taken over by Crompton Parkinson, Ltd., and now the car starter batteries previously marketed under the name of Young will be known by the name Crompton. Simultaneously with this change a new series of batteries is being introduced. The plates in the new range are claimed to be particularly good, and each new battery will carry a one-year guarantee.



Mr. Donald Healey at speed in the Austin-Healey Hundred at Bonneville, U.S.A., where he set up a number of new figures for production cars of any size. He covered a mile at over 142 m.p.h. (See accompanying paragraph.)

Austin-Healey Records

MORE records have been set up on the Bonneville salt flats in Utah, U.S.A., this time by an Austin-Healey Hundred, driven by Mr. Donald Healey and Capt. G. E. T. Eyston. Most impressive result was the astonishing speed of 142.636 m.p.h. over a mile, the highest speed yet recorded in an official record run by a basically production car.

Other new figures for production cars of any size which were set up by Mr. Healey included many for flying and standing starts over distances of up to ten miles. Some flying start speeds were 109.390 m.p.h. for five kilometres, 109.243 m.p.h. for five miles, 109.173 m.p.h. for ten kilometres and 108.788 m.p.h. for ten miles.

As *The Autocar* closed for press, the first 1,000 kilometres of a 24-hour run had been covered at an average speed of 127 m.p.h. On the conclusion of their attack on international records, the drivers started last Wednesday their attempts on American stock car records.

A Road Test of the Austin-Healey appeared in *The Autocar* last week.

Back to 1903

TODAY history is to start one of its repeats. In 1903 Mr. F. S. Bennett, now one of this country's most notable veteran motorists, drove the first Cadillac which came to this country in its first big trial; 1,000 miles, starting and finishing each day at Crystal Palace, with daily drives to other towns. On September 18, 1903, the destination was Margate, the next day Eastbourne, then Worthing, Folkestone, Southsea, Bexhill, Winchester and Brighton.

Mr. Bennett still has the same Cadillac, and today he is setting out to repeat his effort of 50 years ago. His headquarters this time are in Upper Norwood, London, S.E.

The new Hudson Italia, described in *The Autocar* last week. The lines of the car make it no surprise that the body was designed and produced in Milan, Carrozzeria Touring collaborating with Hudson engineers and designers. The floor is recessed within the frame to accomplish the low overall height. At the rear the three tubes are not exhaust pipes; they contain rear, signal and brake lights.

Standard Eight Launched

IN introducing at Coventry on Monday the new Standard Eight, of which a full description and a Road Test appear in this issue of *The Autocar*, Sir John Black, deputy chairman and managing director of the Standard Motor Company said:

"Hundreds of these cars have been delivered, and will be on show tomorrow in practically every country overseas, and in every centre of the British Isles. Cars that have gone abroad are accompanied by a comprehensive range of spare parts. Our distributors everywhere are enthusiastic about our policy of re-entering the light car field, for they realize that they have, in this new model, an answer to the world demand for inexpensive and reliable transport designed to fill the needs of the ordinary man.

"This new car is now in volume production, and will be developed up to 1,000 per week before the end of the year, and we plan an eventual production of 2,000 a week. Exports must be maintained at the highest possible level in the national interest, and we believe that a minimum of 60 per cent will be exported."

NEWS and VIEWS - - - continued

S.M.M.T. Overseas

FOLLOWING the resignation of Mr. A. W. Hamilton Brown, who has been appointed managing director of the Standard company in New Zealand, Mr. B. G. J. Clarke has been appointed as representative of the Society of Motor Manufacturers and Traders in New Zealand and the Far East.

Golf President

MR. W. H. SMITH, C.B.E., has been elected president of the Motor Trades Golfing Society for 1954. On September 10 the Society held their annual meeting at Weybridge, Surrey, where Mr. R. M. Papelian and Mr. A. R. Warrilow won division one. Division two was won by Mr. R. C. Hiam and Mr. C. H. Guyatt, and division three by Mr. F. C. Scarborough and Mr. E. Sutton.

From the Past

MOTORISTS in Penrith, Cumberland, have a special reason for looking back on the early days of motoring, for it was just 50 years ago that their magistrates heard a case in which a driver was summoned for exceeding the 12 m.p.h. speed limit. The defendant was alleged to have driven his 10 h.p. car of the period at 67.5 m.p.h., the prosecution's evidence being that of a village constable who, standing by the roadside, timed the car by his watch between two mile posts!

The defence pointed out that the world's land speed record had been raised only the year before from 67.82 m.p.h. to 77.13 m.p.h., but the contention that the car could not even have reached the alleged speed was rejected by the magistrates and accordingly they imposed a fine of £3 and costs.

"Ower the Watter"

THE subject of bridges and ferries generally, particularly for motorists, was revived in Scotland recently when those unfortunates who wanted to cross the Forth in either direction were faced with a two-hour wait on the narrow roads approaching both North and South Queensferry. One of the ferry boats was out of commission through overwork, leaving only two vessels to deal with the ever increasing volume of traffic caused by tourists attending the Edinburgh Festival. Many puzzled motorists took the long way round over the Kincardine bridge, while the local business men, who use the ferry regularly, seethed over the completely inadequate service.

Feeling is running high in Scotland over the dogmatic attitude of Whitehall. A popular theory is that those who control the destiny of Scotland's tourist industry have little knowledge of Scottish affairs, or, if they have, they have never tried to cross the Forth by ferry.

Adding fuel to the already raging fires, the Minister of Transport has indicated that he has no power to resume the Ferry service between Burntisland and Granton. Bringing up the rear, but by no means the least important, Angus farmers have added their formidable argument in support of the campaign for a road bridge across the Tay.

Seen here at the start, this Austin A.30 took third place in the 1,100 c.c. class in the Australian trial, driven by K. Smith. First and second places in the class were also taken by Austin Sevens.

PEUGEOT WINS AUSTRALIAN TRIAL

A PEUGEOT 203 driven by K. Tubman and J. Marshall was the outright winner (subject to confirmation) of the formidable Redex 6,500-mile Australian Reliability Trial, which finished recently. These Australian drivers lost only 19 points and also won the 1½-litre class, in which another Peugeot was third. In only one class did a *marque* take first three places, the 1,100 c.c. class in which Austin A.30s swept the board.

Austins have every reason to pat themselves on the back because, with an A.40 taking second place in the 1½-litre class, they had four cars in first, second or third positions in their classes, compared with Peugeot, Holden and Humber winning two, and Chrysler and Standard one each. A Holden won the 2½-litre class, another tying with a Standard Vanguard for second place. Humber Super Snipes took first and third places in the unlimited class, the cars being separated by a Chrysler.

The class-winning Super Snipe, driven by K. Robinson, lost only one point more than the outright winner, and L. Davidson's Holden, which won its class, lost only three points more than the Peugeot.

The trial was one of the most gruelling ever to be run, and it must be remembered that 6,500 miles makes a big European rally seem almost a local affair. The icy conditions which often prevail during such an event as the Monte Carlo Rally did not have to be faced by competitors in Australia, but instead they had to cope with stretches of appalling roads, some of them little more than tracks on which overtaking was difficult, and sometimes even impossible. Some indication of the conditions is provided by the number of retirements, for out of an entry of 196, only 110 finished the course.

Humber Super Snipes won first and third places in the class for cars of over 2,500 c.c. engine capacity. The car shown was driven by S. J. Hall and I. Luke.

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DAILY EXPRESS Friday September 18th, 1953
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"... as Castrol say in their Daily Express★ advertisement it is the scientific balance of the ingredients that makes it the Masterpiece in Oils ..."
★ This advertisement was seen by the 10,160,000 readers of the Daily Express.

Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

Trailing

A READER raises a point about circus vehicle trains which arouses my sympathy, for on a recent Sunday evening I was one of a queue of dozens of vehicles entering Gloucester from Ross-on-Wye behind such a train; the hold-up was phenomenal, and at a certain stage I dropped out and sat admiring the scenery for half an hour. None the less, I caught the train up just as it reached the city outskirts.

Is there any legal limit of length, asks my correspondent? Both of us would like to know why such trains are apparently allowed to travel at any time, and why they have no rearguard, no escort, and no indication of length.

A legal expert has given me his opinion on the matter. The use of trailers, he points out, is to a large extent regulated by Section 18 (1) of the Road Traffic Act, 1930, which lays down quite clearly that the number of trailers which can be drawn by motor vehicles on a highway shall not exceed, in the case of:

"(a) a heavy locomotive or light locomotive, three;

(b) a motor tractor one, if laden; two if unladen;

(c) a motor car or a heavy motor car, one, or such less number as may be prescribed in relation to vehicles of the respective classes aforesaid." Exceptions are vehicles owned or driven under the orders of the Armed Forces, or vehicles used solely for carrying water for the drawn vehicle, or agricultural vehicles not constructed to carry a load. The last two are not regarded as trailers.

✦ ✦ ✦

Length

CONSTRUCTION and Use regulations lay down overall lengths; that of a trailer, excluding drawbar, shall not exceed 22ft. Where the trailer or trailers are drawn by a car or heavy motor car, overall length shall not exceed 60ft. But, says my learned friend, these restrictions do not appear to be applicable to trailers drawn by locomotives or light locomotives, which may, then, draw three trailers each up to 22ft in length (excluding drawbars), giving an overall possible length of around 80ft and of great embarrassment to other road users.

We are left only with the definition of a locomotive or light locomotive, and must not fall into the error of supposing that either need have anything to do with steam. The Road Traffic Act defines a heavy locomotive as a mechanically propelled vehicle not constructed to carry any load other than its own requirements for propulsion, and exceeding 11½ tons in weight; a light locomotive is similar, but with a weight lying between 7¼ and 11½ tons, and these definitions, of course, cover those massive diesels which customarily tow half the fair or all the circus from place to place.

Under live and let live principles one can make only two points: the proprietors of such trains ought to select hours of travel with more care, or such trains should be regarded as one of those special loads demanding police escort.

✦ ✦ ✦

Horns

COMMENTING on my recent remarks regarding reactions to expensive horns comes a letter from a Porsche owner, whose vehicle has a very penetrating, multi-tone horn of Continental type for fast driving. The reaction to this, he says, is one of fury and absolute determination not to be overtaken by such a small car. He has been baulked for miles as a result, usually by sizeable saloons of moderate age. Old 'uns resenting the young 'uns?

Fury.

✦ ✦ ✦

Accident Allergy

ONE of the interesting conclusions from a scientific Paper which I have just been reading (*Accidents at Rural Three-way Junctions*, by J. C. Tanner) is that certain types of vehicle are particularly liable to be involved in particular accident situations. Pedal cyclists keeping straight on along a major road are particularly liable to collide with vehicles proceeding in the same direction and then turning left to leave the major road; motor cycles proceeding in either direction along a major road are particularly liable to collide with vehicles turning right to leave the major road, and motor cycles turning left are particularly liable to accidents involving only themselves.

This is a mathematical Paper, and the next conclusion is a mathematical one. The frequency of collisions between a vehicle carrying on along a major road and a vehicle turning round either shoulder of the junction is about proportional to the square root of the product of the amount of traffic on the main road and the amount turning round the corner. This rule, therefore, justifies the policy of restricting access to major roads and, aided by some numerical data, it confirms that a right-left staggered cross-roads is, under most conditions, safer than a left-right staggered one.

This is the sort of thing that one likes to read. Quite devoid of emotion or personal views, it states the facts that if you install a simple T-junction you will have so many accidents; that if you stagger a junction one way you will have fewer accidents than if you stagger it the other. Local authorities please copy.

✦ ✦ ✦

Could Be

SEEN on the back of a 4 c.v. Renault, accompanied by the relevant arrows: "Safe Side"—"Suicide."

✦ ✦ ✦

Service

"I COULD not find a single garage open for petrol either at Dover or en route to London. . . . I passed one G.B. car vainly trying to knock up an 'always open' petrol station. . . ."

I know, I know, but this is a competitive world. One day people will begin to notice that Britain is no longer ready to serve in the truly Christian sense, and they will leave us in an isolation that will be far from splendid.

✦ ✦ ✦

Steering Hold

THE complaint of a correspondent in a recent issue to the effect that a Ministry of Transport examiner had objected to her "twenty to four" grip of the steering wheel seems to me to indicate an ominous intrusion of personal opinion into a matter of fact. Surely the examiner is supposed to test whether or not a person is a competent driver? If the candidate shows complete competence with a hand hold of which the examiner disapproves I do not see that it is incumbent on him to make any remark at all on the subject. Let us not, for heaven's sake, allow officialdom to get away with a "holier than thou" attitude in such matters. Neither examiners nor mobile police are the world's best drivers, otherwise they would be beating Ascari instead of examining and policing. There have been some pretty shocking reports of police driving at times, and all of us have seen examples that were no model to anybody. So the fact that the police recommend a "ten to two" hold, which was no doubt what inspired the examiner to object to "twenty to four," leaves me cold. The real point is that drivers should select such a hold as gives them the maximum control of a vehicle, and that need not necessarily agree with other drivers' views

EENY, MEENY, MINY——

——*FANGIO!*

MASERATI CAPTURES FIRST PLACE IN ITALIAN G.P. LAST-LAP DRAMA

IN one of the most dramatic road races ever run, Juan Manuel Fangio, the ace Argentinian driver, snatched victory for Maserati from the legendary Ferrari team in the Italian Grand Prix at Monza last Sunday. After a terrific race-long duel with the Ferraris of Ascari and Farina, in which at no time did three seconds fail to cover the three leading cars and the lead changed time and again, Fangio snatched the lead on the last corner of the last lap when Ascari made one of his rare mistakes and spun round with his Ferrari. In the ensuing melee, Marimon's Maserati collided with the Ferrari, both cars being damaged; fortunately the drivers were virtually unhurt.

The British cars were outclassed, although Moss' Cooper-Alta went extremely fast between pit stops; first British car home was Alan Brown's Cooper-Bristol in twelfth place. The three French Gordinis ran very reliably and fast, not one of them making a pit stop; so fast was the race, however, that fifth place was their best position.

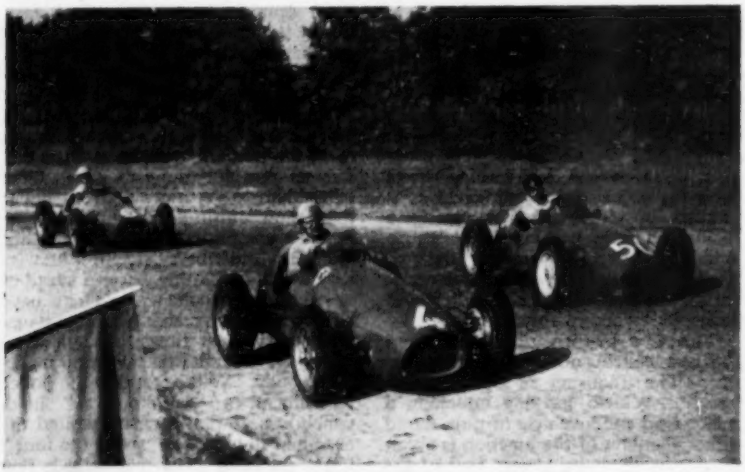
One of the surprises of the practice period had been the fact that the eagerly awaited new Ferraris had not proved as successful as might have been expected. Their roadholding on fast bends was not up to the standard of the older cars, and, in consequence, the principal four Ferrari team drivers—Ascari, Farina, Villoresi and Hawthorn—elected to drive the latter. The new cars, of which there were two entered, were given to the Italian sports-car drivers, Maglioli and Carini, making their debut in the works Ferrari formula 2 team.

Practice Thrills

Fastest practice lap was put up by Ascari's Ferrari in 2m 2.7s (114.86 m.p.h.), with Fangio's Maserati but half a second slower. Then came Farina's Ferrari (2m 3.9s) and Marimon's Maserati (2m 4.1s). Moss in the Cooper-Alta put in a fast lap in 2m 6.6s; Salvadori was fastest Connaught man (2m 8s), while Wharton managed 2m 10.1s in the Cooper-Bristol—good going, but over seven seconds a lap slower than Ascari's best. None of the H.W.M. team, consisting of Lance Macklin, John Fitch and Yves Giraud-Cabantous, could better 2m 18s, while Hans Stuck's A.F.M. (now Bristol-engined) and the Connaught of John Claes were slower still.

Before the Grand Prix, however, came the sports car race for the *Coppa Inter-Europa*, run on the Sunday morning. The weather could not have been better; cloudless sky, brilliant sunshine, but sufficient breeze to prevent the day from being over-hot. Gradually the spectators streamed into the famous park at Monza, eight miles from the centre of Milan; in addition to the autodrome, the park contains a horse-racing course, a training establishment, and a golf course, not to mention a once-royal palace.

The sports-car event was for saloon cars complying with the *Gran Turismo* regulations; run for two hours in four separate capacity classes, it attracted no foreign entries, although Frenchman Robert Manzon was driving one of the works-entered Lancias. Unfortunately, in each class the race became something of a procession, the unlimited class going easily to Cornacchia's 2.6-litre Ferrari from the Lancias of Manzon and Castellotti. In the 2-litre class Sanesi led easily at first in a works Alfa Romeo, but was passed towards the end by Musitelli's Ferrari when the engine of the Alfa began to sound very rough.



Side by side, the leaders run into the south corner: Ascari's Ferrari on the inside, Fangio's Maserati on the outside. Behind them comes the Ferrari of Giuseppe Farina, while in the left-hand corner is the blue flag—almost permanently displayed during this terrific battle!

The 5th Coppa Inter-Europa

RESULT (race duration 2 hours)

Over 2,000 c.c.: 1, Ferrari 2,560 (F. Cornacchia), 96.25 m.p.h.; 2, Lancia 2,500 (R. Manzon); 3, Lancia 2,500 (E. Castellotti).

1,101 to 2,000 c.c.: 1, Ferrari 1,995 (G. Musitelli), 94.27 m.p.h.; 2, Alfa-Romeo 1,900 (C. Sanesi); 3, Fiat 1,992 (C. Leto di Priolo).

751 to 1,100 c.c.: 1, Fiat Zagato 1,090 (P. Poilluccci), 82.67 m.p.h.; 2, Fiat Zagato 1,090 (O. Fezzardi); 3, Fiat Zagato 1,090 (E. Zagato).

Up to 750 c.c.: 1, Fiat Zagato 748 (M. Guarnieri), 78.64 m.p.h.; 2, D.B.-Panhard 750 (P. Monteverdi); 3, Fiat Zagato 748 (G. Ranyoni).

Fastest lap: Cornacchia, 2m 22.7s, 98.77 m.p.h.

The Grand Prix

But it was the Grand Prix which the crowds were really assembling to see—and what a fantastic race it was to prove! When the flag fell it seemed that Fangio was caught unawares, for his Maserati hung on the front rank; Ascari leapt into the lead with his Ferrari, followed by Marimon's blue and yellow Maserati and Farina's Ferrari. Then came the howling mob—there were 30 starters in all—with Mantovani, debutizing in the works Maserati team, bringing up the rear and Bayol's Osca being pushed to the pits for some adjustments to be made.

Meanwhile the battle was on, and as

the leaders came out of the *Curva del Vialone* into the back straight, Marimon made full use of the superior Maserati top speed to take the lead! But when the cars appeared in sight of the pits out of the south corner, Ascari had pushed his Ferrari in front of the young Argentinian's car again; third came Farina's Ferrari, fourth Fangio's Maserati—and fifth Stirling Moss in the Cooper-Alta, going very fast indeed and sounding very happy! But, alas, the next lap saw him in the pits with a minor oiling defect which dropped him right back to the tail of the field.

The first four cars continued as they had begun, in a mad chase in which the lead changed more than once during the course of each lap; the Maseratis were the faster cars on the straight, the Ferraris better at holding the road on corners. Ascari — Marimon — Farina — Fangio; Ascari — Farina — Marimon — Fangio; Ascari — Fangio — Farina — Marimon; Fangio — Ascari — Marimon — Farina; every one of these orders occurred during the first ten laps, every possible permutation and combination of the four names was used up before the race was a quarter over, and frequently the cars crossed the finishing line two or even three abreast.

British Troubles

This terrific battle, which kept the crowd on its toes and reduced the commentator to hoarse gasps and finally to silence, overshadowed the remainder of the field. The Gordinis were going very well indeed, Trintignant catching and passing Hawthorn's Ferrari and staying in front of him for lap after lap; there was, indeed, very little trouble and pit work, most of it, unfortunately, being concerned with the British cars. Macklin's H.W.M. lasted only seven laps, Fitch's a trouble-punctuated 14. Salvadori's normally-carburetted Connaught went well in tenth place until forced to stop at quarter distance; from then on this car and its two fuel-injected team mates (driven by McAlpine and Fairman) were regular pit visitors, sometimes all three together, and this was more than the pit organization could cope with.

Position at 20 laps

1, Ferrari (Ascari), 42m 22.6s, 110.86 m.p.h.; 2, Ferrari (Farina), 42m 23.4s; 3, Maserati (Fangio), 42m 24.9s; 4, Maserati (Marimon), 42m 25.7s; 5, Ferrari (Villoresi), 43m 3.9s.

Now that the four leaders were lapping even the fastest other cars there were some extraordinary sights, as they fell bodily on one or two cars, passing them on both sides at once and changing position amongst themselves. On the thirtieth lap Marimon was third at the pits, second at Lesmo corner, first on the back straight, but fourth at the pits again! But still they kept on lapping at record speeds (Fangio setting up the official new formula 2 record on his 39th lap, in 2m 4.5s, equal to 113.20 m.p.h.), jockeying for position and glancing at each other sideways. Farina and Marimon were a little wild at times, clipping grass verges and wrestling with the wheel; but Ascari and Fangio, the two masters, never even looked ruffled.

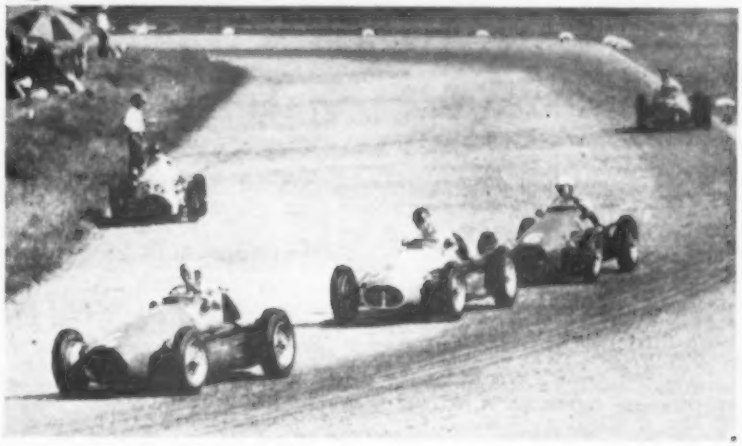
Moss had now climbed back to twelfth place, and was duelling fiercely with Bonetto's Maserati; but then the Cooper-Alta threw a rear tyre tread, and the bolt-on wheels slowed the change. This, in fact, was to occur twice, the second tread hitting and puncturing one side fuel tank, causing more delay.

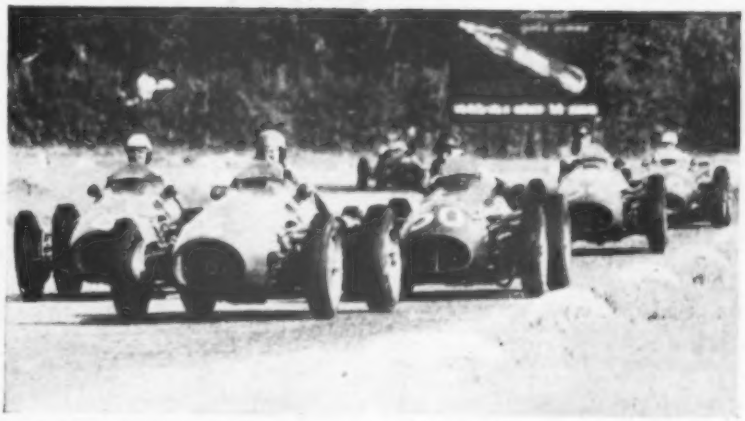
Position at 40 laps

1, Ferrari (Ascari), 1h 24m 31.7s, 111.16 m.p.h.; 2, Maserati (Fangio), 1h 24m 32s; 3, Maserati (Marimon) 1h 24m 32.3s; 4, Ferrari (Farina), 1h 24m 32.6s; 5, Ferrari (Villoresi), 1h 25m 53s.

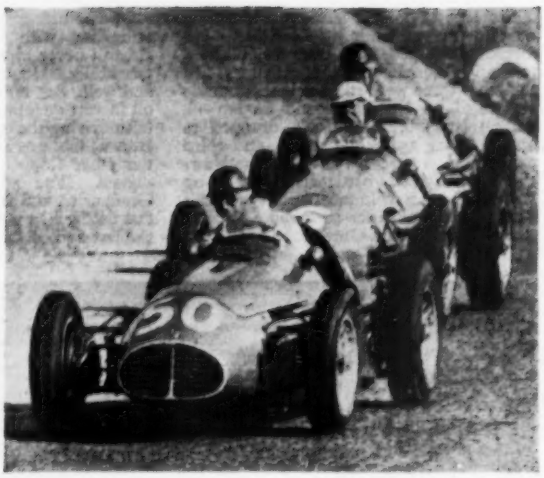
Six laps after half-distance the raging quartet was split up by Marimon's enforced pit stop, lasting over six minutes, to change the Maserati's oil radiator. But the other three were still hard at it; Fangio was third on lap 48, second on lap 49, led on laps 50, 51 and 52, dropped to second place again on lap 53, and third once more on lap 54. Now, too, the Hawthorn-Trintignant battle had caught up with Villoresi, now in fourth place, and this became a second three-cornered fight, this time Ferrari versus Gordini.

Much further back, Ken Wharton was struggling with trouble in his Cooper-Bristol; never higher than fifteenth in this terrifically fast race, he had driven steadily and well. But now the car was consuming oil in vast quantities, and then the fan belt (also driving the water pump) broke. Alan Brown, too, was stopping at intervals with the other Cooper-Bristol, sounding a bit ragged. The Maseratis of Bonetto, de Graffenried and Mantovani were all going fast and well, a lap behind the leaders, and the last-named stopped briefly on his 48th





The Homeric struggle stage by stage: (top) Ascari—Marimon—Farina—Fangio; (centre) Fangio—Ascari and Farina—Marimon; (bottom) Ascari—Farina and Fangio—Marimon, followed by the new-type Ferrari driven by Carini. Ferraris and Maseratis, inextricably mixed throughout the race; the latter are distinguishable by their radiator grille with vertical central strip.



The camera's telephoto lens gives a curious articulated-vehicle appearance to the cars of Fangio, Farina and Marimon, nose to tail at a hundred miles an hour.

THE 24th ITALIAN GRAND PRIX

RESULT (race distance 313 miles, 80 laps of 3.912 mile circuit)

1, Maserati 1,996 (J. M. Fangio), 2h 49m 45.9s, 110.69 m.p.h.

2, Ferrari 1,980 (G. Farina), 2h 49m 47.3s;

3, Ferrari 1,980 (L. Villoresi), 1 lap behind;

4, Ferrari 1,980 (J. M. Hawthorn), 1; 5, Gordini 1,961 (M. Trintignant), 1; 6, Gordini 1,961 (R. Mieres), 3; 7, Maserati 1,996 (S. Mantovani and R. Musso), 4; 8, Ferrari 1,980 (U. Maglioli), 4; 9, Gordini 1,961 (H. Schell), 5; 10, Osca 1,992 (L. Chiron), 8; 11, Maserati 1,996 (B. Bira), 8; 12, Cooper-Bristol 1,971 (A. Brown), 10; 13, Cooper-Alta 1,960 (S. Moss), 10; 14, A.P.M.-Bristol 1,971 (H. Stuck), 13; 15, H.W.M. 1,960 (Y. Giraud-Cabantous), 13; 16, Ferrari 1,980 (L. Rosier), 15.

Still running at finish: Connaught 1,960 (J. E. G. Fairman), 19 laps behind; Cooper-Bristol 1,971 (K. Wharton), 23; Connaught 1,960 (K. McAlpine), 24.

Retirements: Ferrari (Ascari), 79 laps covered; Maserati (Bonetto), 77; Maserati (Marimon), 75; Maserati (de Graffenried), 70; Ferrari (Carini), 40; Connaught (Salvadori), 33; Maserati (Landi), 18; Osca (Bayol), 17; H.W.M. (Fitch), 14; Connaught (Claes), 7; H.W.M. (Macklin), 6.

Fastest lap (formula 2 record): Fangio, 2m 4.5s, 113.20 m.p.h.

EENY, MEENY, MINY——— *FANGIO!* . . . . . continued

lap to hand over to another new Maserati driver, Musso, for the rest of the race.

Position at 60 laps

1, Ferrari (Ascari), 2h 7m 16.3s, 110.74 m.p.h.; 2, Ferrari (Farina), 2h 7m 16.4s; 3, Maserati (Fangio), 2h 7m 18.1s; 4, Ferrari (Villoresi), 2h 9m 16.3s; 5, Ferrari (Hawthorn), 2h 9m 16.3s.

Now the race was entering its last quarter, and still the pace did not slacken, still the leaders shot by in a tight and disputatious bunch. In fact, this bunch was increased to at least six cars during the next five laps, for the Ascari-Fangio-Farina trio lapped the Villoresi-Hawthorn-Trintignant group at this stage, all six cars hurtling together past the pits with the shattering effect of a stream of machine-gun bullets. It was noticeable that many of the drivers of slower cars seemed to have their heads almost permanently turned to look over their shoulders, fearful that the circus might descend upon them unawares.

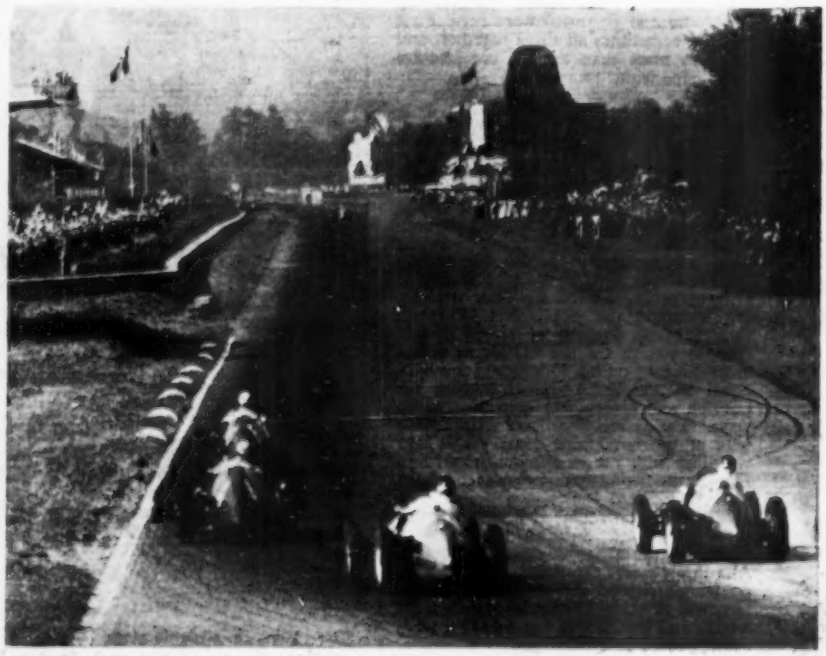
Ascari led his opponents over the finishing line on every lap between the 60th and the 79th, inclusive; behind him, Maserati alternated with Ferrari, Fangio with Farina. It seemed that Ascari was likely to pull off yet another victory, especially when Fangio fell back a little on the 75th lap—five more to go! Now Marimon had joined in again, although four laps in arrears, so that the original quartet was together again; nobody had eyes for the rest of the field, not even to notice that de Graffenried had disappeared and retired when only five laps remained.

Last Lap Drama

In the Ferrari and Maserati pits everyone was standing, or leaping up and down. For the last time but one the leaders came up to the line: Ascari-Farina-Fangio, with the last closing up hard in a final desperate attempt. So they went round, and down to the south corner; and there Ascari made his only mistake, on the last corner of the last lap! He braked hard—too hard; the Ferrari slid, swung round; Farina checked momentarily, Fangio passing him on the inside; now Marimon arrived and his Maserati rammed Ascari's Ferrari, both vehicles shooting off the road. Ascari was unhurt; Marimon cut his cheek, but that was all; and Fangio streaked triumphantly up to and over the finishing line with Farina some lengths behind—Maserati had won the Italian G.P., and Ferrari was beaten into second place! After 2¾ hours, 313 miles, the issue was in doubt up to the last few yards, and the race was won by less than a second and a half.

Also on that last lap, Bonetto the Unlucky ran out of fuel with his Maserati with half a mile to go and sixth place in his pocket. And yet one final drama remained; Wharton, the Cooper-Bristol's bolt shot, pushed it for a quarter of a mile to cross the finishing line, then collapsing thankfully on to a bank—but as he had not completed the minimum distance of 65 laps, he was still not accounted an official finisher.

Now Fangio was the hero of the day, and deservedly so; but Ascari's woebegone face as he walked into the finish was sad to see. But he is still World Champion for 1953; whatever may happen in Spain next month, nobody can rob him of that position now.



Here the quartet sweeps out of the south corner up towards the pits, with the Ferraris of Farina and Ascari narrowly leading from the Maseratis of Fangio (right) and Marimon.

No. 1507: STANDARD EIGHT SALOON

The Standard Eight has simple, clean lines with a complete absence of ornamental chromium plating. Hub caps and the second windscreen wiper fitted to the car tested are optional extras.

The Autocar ROAD TESTS

IT has been possible to road test one of the very first production examples of the new Standard Eight. Later in this issue the mechanical features are fully described. Until 1948 the Standard Motor Company had been producing a small car for many years, and with the introduction of the new Eight it has again entered this field after a period of five years.

Although the owner of an Eight is interested in the performance of his car, the most important requirements for a family motorist are not so much maximum speed and acceleration as items such as fuel consumption, body space and general handiness. However, it should not be thought that in this instance the provision of ample passenger accommodation has been in any way detrimental to the performance, which for the car's size is very good indeed. The mean maximum speed recorded during the test was 62.5 m.p.h. —fast enough to enable the car more than to hold its own with any other vehicle of its class. As well as the maximum speed, the fuel consumption and general handling qualities prove to be in every way satisfactory.

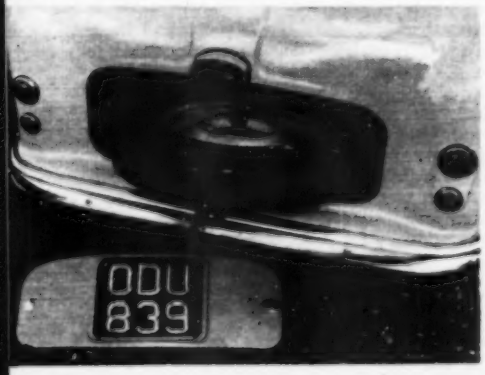
An idea of the general qualities of this new model can be appreciated when it is realized that on one occasion the car averaged 40 m.p.h. for a distance of 70 to 80 miles, most of which was twisty road. The car will cruise quite comfortably at around 50-55 m.p.h. on the quite accurate speedometer, and the engine pulls away quite well from low speeds, though, naturally, it is necessary to use the gears freely if the ultimate performance is required—as it will be, probably, by comparatively few of its owners.

The 803 c.c. four-cylinder overhead valve engine is a very willing worker and well able to cope with the demands made on it. It is smooth and flexible and has a satisfactory degree of silence, particularly bearing in mind that this car is built to a minimum price and that large quantities of insulating material and the like increase not only weight but also cost. In keeping with the general characteristics of the car the engine is designed to run on second-grade fuel. A very slight trace of pinking was noticed on such fuel, but this was in no way excessive.

A conventional arrangement of a dry single-plate clutch and four-speed gear box is used, but it is interesting to note that the clutch withdrawal mechanism is hydraulically operated. It is light to operate, and the clutch smooth in engagement, and the clutch pedal itself is completely insulated from any vibration. Very wisely, a four-speed gear box has been chosen and, although it may cost more to provide four gears instead of three, the ratios chosen, together with the resulting performance, justify such an increase.

Right: The roominess of the interior can be gauged from this view. The seats are upholstered with Tygan nylon fabric, and rubber carpets are fitted in both front and rear compartments. The jacking point on each side is covered by a rubber plug in the floor, just to the side of the seat adjustment lever.

A separate compartment at the rear houses the spare wheel, which is held in place by a strap.



A low air intake takes the place of a radiator grille. The hole for the starting handle is covered by a rubber cap. Separate side lights are mounted low down, just above the bumper.

All the doors open from the'r trailing edges and have concealed hinges. The windows are mounted in rubber and the rear section of both front and rear side windows is made to slide forward. Reflectors are mounted below the tail lamps.

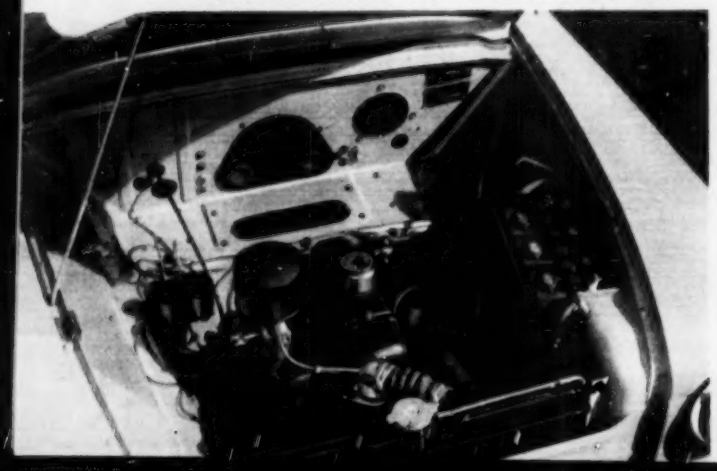
ROAD TEST . . . . continued

Third gear, providing a maximum speed of 40-48 m.p.h., is particularly useful in a hilly district or when the car is well laden. The gear lever is a central conventional type; it is well placed and convenient to operate, and has just about the right movement from gear to gear. Synchromesh is provided on top, second and third gears, and this proves to be quite effective; it is possible, if required, to make very fast changes, necessary when taking performance figures, for example.

One of the outstanding features about this Eight is the way it holds the road and goes round corners. No matter at what speed it is driven it feels completely safe and stable. There is commendably little roll on corners, and there is just about the right degree of understeer, a feature which further improves the directional stability. The ride in both front and rear seats is very good over all types of road surface, and even over very rough tracks the car seems particularly steady. The springing is not harsh, yet it is sufficiently firm to provide the required amount of control and to give the driver a feeling that his vehicle is "all in one piece." The steering is light, and, with only 2¼ turns from lock to lock, it is also very positive and there is good self-centring action. With a turning circle of only 32ft—2ft smaller than that of the earlier Standard Eight in spite of an increase in overall size—the car is particularly manœuvrable. Very little shock is transmitted back through the steering mechanism.

The hydraulically operated brakes are powerful and recorded very good efficiency with a pedal pressure of only 100lb. Both on the road and during the performance testing—which requires very frequent brake pedal application—no fade was experienced. The brakes also remained in balance, although under extreme conditions, with two up, there was a tendency for the rear wheels to lock first. An increase in free pedal travel was noticed after some 500 miles, including arduous use of the brakes as already indicated.

All the underbonnet items that require routine attention are readily accessible. The twin fluid reservoirs for the clutch and brake operation can be seen to the side of the vertical air cleaner, and the combined filter-breather and oil filler cap is placed on top of the valve rocker cover. The electrical regulator unit is on the wing valance behind the battery.



There is a saying that it does not matter how much noise a car makes provided that you cannot hear it. With a large, expensive car it is possible to provide a very large amount of noise-deadening material to insulate the interior. With an inexpensive lightweight car, in order to reduce the weight and the cost, the use of sound-deadening material must be reduced to a minimum, and if the interior noise level is to be low all the actual mechanical components must be quiet. The use on the Standard of rubber bushes at the attachment points of the front cross member helps to insulate the main body structure from road-excited body noise, and the car as a whole is satisfactorily quiet. Very little wind noise is noticed even when the side windows are partly open. Some engine noise can be heard, and there is also a certain amount of gear noise on the indirect ratios. Very slight rear axle noise was noticed, but it must be realized that the construction of the car prevents axle noise being insulated by items such as the rear seat back rest, as would apply to a car of more conventional arrangement. There is little body boom and very little vibration.

Simple, Comfortable Seats

Although the interior may appear to be somewhat austere, the manufacturers have concentrated on the essentials; for example, all the seats really do give support where it is needed, and are not just a small edition of large car seats. They represent virtually the first move, for a light and low-cost British model, to break away from the heavy type of seat that has been conventional for so long in British cars. Both front seats are adjustable for leg length, and the driving seat is well placed in relation to the steering wheel and clutch and brake pedals. The seat cushion is long enough from front to back to support the driver's legs and is very comfortable for long-distance use. The throttle pedal is not particularly comfortable to operate, as it is placed some distance from the side of the body, and there is no support for the driver's right leg. It is not possible to operate the throttle and the brake pedal at the same time.

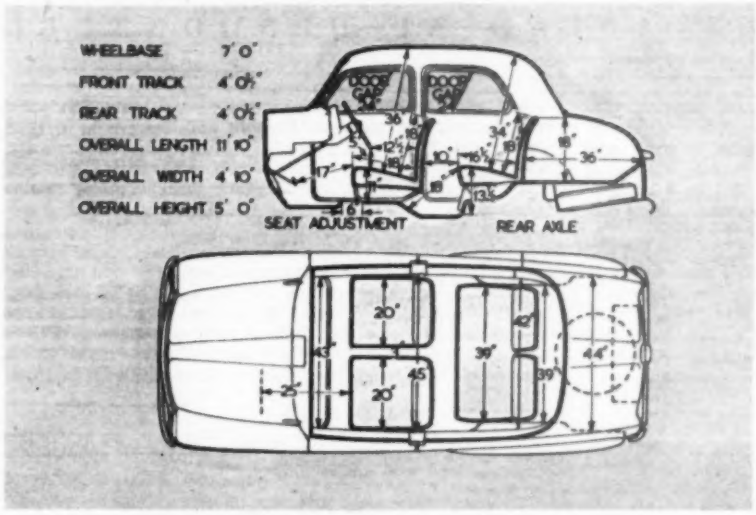
From the driving seat there is very good forward visibility, and both wing lines can be clearly seen. The windscreen pillars are fairly thick, but they do not cause a noticeable obstruction. The body has a generous glass area and all-round vision is quite satisfactory. The rear view mirror is quite well situated, but it would be better if it were placed a little higher and on a slightly stiffer mounting, as at certain speeds there was a tendency for it to vibrate and produce a blurred image.

The layout of the instruments earns full marks. A fuel gauge is mounted in the bottom portion of the large, circular speedometer and warning lights are used to indicate low oil pressure and battery discharge. The whole group is placed conveniently in front of the steering wheel and provided with a large cowl to prevent reflections in the windscreen at night. The finish of the steering wheel and horn button is black, again to prevent reflections. Although only a single windscreen wiper is provided as standard, provision is made to fit a second wiper arm and blade if required, as an extra. The car supplied for test was, in fact, fitted with twin wipers, which proved to be powerful and covered a large area of the screen. The ignition switch is a simple on-off pattern, not lockable. The doors can be locked, of course.

Large doors give easy access to both front and rear compartments, which have a satisfactory amount of headroom and legroom. There is a very useful parcel tray running the whole width of the facia on either side of the instrument group. There is a very large luggage space behind the rear seats; no external luggage locker lid is provided, access to the compartment being gained by hinging forward the rear seat back rests. If only two persons are in the car, the rear seats can be folded forward to increase the space available for luggage. A separate compartment at the rear holds the spare wheel. Double-dip head lamps are used; they provide a very good range and spread of light. By contrast, the horn is barely adequate. There are 28 lubrication points, 21 of which require attention at intervals of 1,000 miles.

Although it may appear austere to eyes which are accustomed to genuine leather and polished hardwood, the Standard Eight is a car in which first things are put first. It handles well, is comfortable to ride in, and is particularly economical to operate.

STANDARD EIGHT SALOON



Measurements in these ¼in to 1ft scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed.

PERFORMANCE

ACCELERATION: from constant speeds. Speed, Gear Ratios and time in sec.

M.P.H.	4.875 to 1	7.088 to 1	11.99 to 1	20.82 to 1
10—30	15.6	10.0	7.3	—
20—40	15.7	11.2	—	—
30—50	18.7	—	—	—

From rest through gears to:

M.P.H.	sec
30	8.2
50	24.4
60	52.0

Standing quarter mile, 25.7 sec.

SPEED ON GEARS:

Gear		M.P.H. (normal and max.)	K.P.H. (normal and max.)
Top	(mean)	62.5	100.58
	(best)	63	101.39
3rd		40—48	64—77
2nd		24—30	39—48
1st		15—19	24—31

TRACTIVE RESISTANCE: 40 lb per ton at 10 M.P.H.

TRACTIVE EFFORT:

	Pull (lb per ton)	Equivalent Gradient
Top	135	1 in 16.6
Third	205	1 in 10.8
Second	330	1 in 6.7

BRAKES:

Efficiency	Pedal Pressure (lb)
91 per cent	100
68 per cent	60
48 per cent	40

FUEL CONSUMPTION:
44 m.p.g. overall for 88 miles. (6.42 litres per 100 km.)
Approximate normal range 40-48 m.p.g. (7.1-5.9 litres per 100 km).
Fuel, Second grade.

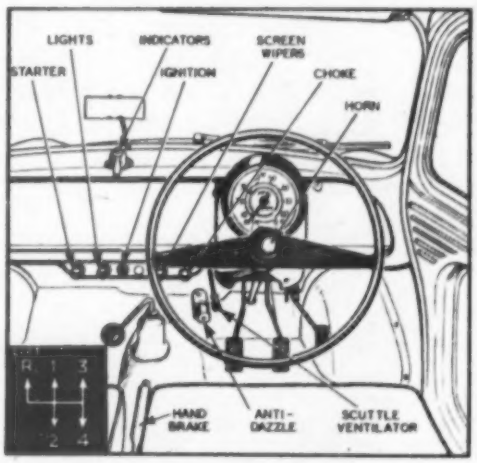
WEATHER: Fine, dry surface; wind negligible.
Air temperature 65 degrees F.
Acceleration figures are the means of several runs in opposite directions.
Tractive effort and resistance obtained by Tapley meter.
Model described in *The Autocar* of September 18, 1953.

SPEEDOMETER CORRECTION: M.P.H.

Car speedometer	10	20	30	40	50	60	65
True speed	11	20	29	39	48	58	63

DATA

PRICE (basic), with four-door saloon body, £339.
British purchase tax, £142 7s 6d.
Total (in Great Britain), £481 7s 6d.
Extras: Heater £17 10s 0d. Hub cover plates 12s 6d each. Additional screenwiper arm 8s. Tool roll with spanners and grease gun £1 17s 6d.
ENGINE: Capacity: 803 c.c. (49 cu in).
Number of cylinders: 4
Bore and stroke: 58 × 76 mm (2.283 × 2.992in).
Valve gear: Overhead, push rods.
Compression ratio: 7.25 to 1.
B.H.P.: 26 at 4,500 r.p.m. (B.H.P. per ton laden, 29.7).
Torque, 39.2 lb ft at 2,800 r.p.m.
M.P.H. per 1,000 r.p.m. on top gear, 13.5.
WEIGHT (with 5 gals fuel), 14 cwt (1,568 lb).
Weight distribution (per cent) 56.5 F; 43.5 R.
Laden as tested: 17½ cwt (1,968 lb).
Lb per c.c. (laden): 2.45.
BRAKES: Type: F, Two-leading shoe. R, Leading and trailing.
Method of operation: F, Hydraulic. R, Hydraulic.
Drum dimensions: F, 7in diameter, 1¼in wide. R, 7in diameter, 1¼in wide.
Lining area: F, 34 sq in. R, 34 sq in. (77.8 sq in per ton laden).
TYRES: 5.20-13in.
Pressures (lb per sq in): 22 F; 24 R.
TANK CAPACITY: 7 Imperial gallons.
Oil sump, 7 pints.
Cooling system, 7 pints (plus 1 pint if heater is fitted).
TURNING CIRCLE: 32ft 0in (L. and R).
Steering wheel turns (lock to lock): 2½.
DIMENSIONS: Wheelbase: 7ft 0in.
Track: F, 4ft 0½in; R, 4ft 0½in.
Length (overall): 11ft 10in.
Height: 5ft 0in.
Width: 4ft 10in.
Ground clearance: 7in.
Frontal area: 19½ sq ft (approximately).
ELECTRICAL SYSTEM: 12-volt; 30 ampère-hour battery.
Head lights: Double dip; 42-36 watt.
SUSPENSION: Front, Independent; coil springs and wishbones.
Rear, Half-elliptic.



HIGHLAND HAZARDS

By *CHANNON WOOD*

KEEP STRAIGHT AHEAD AT DUNDONNELL

MOTORING is my delight. In small pre-war cars I have driven over the mountain roads of Wales, climbed Lakeland's Hardknott pass in snow and stormed the Pass of the Cattle to Applecross in driving rain with inefficient windscreen wipers. All both reasonably safe and sporting for the average motorist. Then one summer's day in Wester Ross I met my Waterloo.

Look at the map of North-west Scotland, trace the A 832 from Gairloch, still single track but now well surfaced, over well-remembered Cabeg Hill by Gruinard Bay, then east down Destitution Road, so called as it was built to give employment to the hungry Highlanders a hundred years ago. About thirty miles after leaving Gairloch we passed the Dundonnell Hotel, "small but well recommended." A few minutes later where a road turned left we stopped and checked our maps. My wife and I were in a 1938 Talbot Ten fitted with an overweight shooting brake body. We were accompanied by friends with their Triumph Renown loaded almost to full bump with camping equipment. It was decided to take the minor road to the left and, by doing so, reduce the Dundonnell-Ullapool round trip from over fifty miles to less than twelve. The master plan was to leave the two cars at the ferry and cross to Ullapool in the small rowing boat we knew to be available.

As we turned left a roughly painted sign read "Ferry road—No cars," but we had already ascertained that it was not a vehicle ferry. White fleecy clouds chased across the face of An Teallach and away to the west of Little Loch

Gruinard Bay from Cabeg Hill; beyond the golden sands the heather clad mountains of Wester Ross make a magnificent background.

Near the summit the road deteriorates and it was necessary to clear the larger boulders away to allow the Triumph to reverse out of trouble. Beyond this point the track drops steeply to Loch Broom.

Broom the sky was Hebridean blue. Soon the road was twisting into the heather purple hills, and we crossed a mountain stream babbling frantically to the sea. This was the siren song that had called us 670 miles from suburban Surrey three times in as many years. After an easy three-mile ascent, with a gradient seldom more than 1 in 12, the rough but respectable road turned left at the summit, while the ferry road went on and down.

As soon as we started the descent to the ferry the surface became bad, then worse. For a mile we struggled along a stone-strewn track, wet and treacherous after heavy rain. Suddenly my companions, close behind, stopped. A boulder that would have smashed the Renown's steering beyond repair prevented further progress. They could not go on. We dismounted and walked slowly back trying to clear the way as we went. An hour later the Triumph was slipped into reverse and backed a mile uphill in search of a spot to turn. My friend, who had driven in Tibet and Korea, had the steering wheel spun out of his hands as he splashed and bounced his way backwards to safety.

Chamois-like Progress

My wife and I decided to go on, for at the bottom there was sure to be room to turn. Soon the neglected track became a narrow ledge, with rock face to the right and a sheer drop to the left. Ahead the way was as steep and bumpy as a staircase and, in places, awash with mountain springs. My wife informed me that there was a magnificent view to the north, I took her word for it as I battled with the particularly sporting terrain. My left-side wheels started to slip over the crumbling edge. I accelerated smartly, bumped over the boulders, and almost knocked myself unconscious as my head struck the roof. At last the road eased and terminated in a sylvan setting beside an old white house overlooking Loch Broom. We got out, bruised but triumphant, and let the engine cool, Across the loch, Ullapool sparkled in the sunshine.

Before attempting the return climb we walked back over the last mile to mark the danger spots with sheets of paper, but soon ran out of newsprint. Sometimes the wheelmarks were within inches of destruction. Once, a three-foot-wide crevasse had been bridged by two narrow stone slabs, then with the years tall grass had masked the gap. By luck the Talbot's track just fitted the crude bridge.

We checked the oil and water. Cursory examination showed the chassis to be slightly scarred but still intact. With a ground clearance of seven inches we viewed the next half hour with some despondency. Eventually I started the car and tried to turn. At once the wheels started to spin and my wife rushed handfuls of shingle from the beach but to no avail, soon the tyres were smoking gaily and the car slowly sank deeper and deeper. Now we were stuck almost forty miles from the nearest garage, at the end of a so-called road no breakdown lorry could travel over. Our friends stumbled towards us on foot, congratulating themselves on their decision to retreat in time. We agreed to return to the Triumph and then back to Dundonnell in search of assistance.

With true Highland kindness a rescue party was soon organized. Seven muscular men crowded into a 30 h.p. shooting brake complete with picks, shovels, ropes, chains and, I suspect, even dynamite. The cars were left at the summit. The to-be-rescued and their rescuers set out on foot. The leader, Mr. W. S. Cargill, was a local motoring wizard who had driven everything with two, three or four wheels from the days when every North Highland journey was an adventure. I felt that such days had improved but little. Soon the seven strong men of Dundonnell got my car on to firm ground.

Mr. Cargill started the engine and the car climbed like a rocket. Sometimes the gradient was so steep that vision was obscured by the bonnet. Twice the most frightening smacks suggested that the sump had been cracked, but the oil pressure remained healthy and the Talbot never faltered. Half way up the exhaust unit and silencer were ripped away and went clattering into the valley below; very soon a wheel disc followed and finally the summit was reached.

When we eventually arrived at Dundonnell Hotel the northern night was painting the mountains an ever deepening blue. Inside over a bottle of extremely good scotch the history of that road was told. Once an ancient drove road, it had, with the development of motor transport, become derelict and as far as could be recalled few motor vehicles had ever mastered it. Only about four or five cars had attempted the route in the past twenty years, each year making the chances of success more slender. Once a vehicle had got down to the ferry, and stayed there for three days. It reversed all the way up, broke two springs and burned out its clutch. Another venturer on wheels went half way down, got stuck, and was rescued with a team of horses.

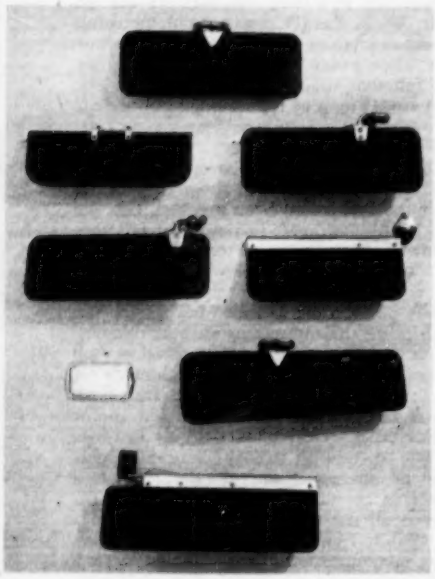
Unfit for Trials

Later I discovered that Mr. Cargill had once successfully driven over the road for a wager. Only that afternoon two motor cyclists, both members of a well-known Midland motor cycle club, had turned back when they saw that last steep, loose mile to the old ferry house. Yet the road is shown on many maps on sale today; some even show it as a motor road! There are many steeper roads, others with more resemblance to a corkscrew, but none, trials organizers please note, with all the usual hazards plus a surface so distinctly original. This is not a tourist's lament, for this type of motoring, especially in retrospect, should always be regarded as a gay adventure.

As we drove back to Gairloch, in the half light of a typical Highland night, my wife remarked, "The next thing you will want to do is the Cape Wrath trip, you can't do the impossible twice in one week." Perhaps she was right, meanwhile I am designing a neat sign to take back to Dundonnell reading "Danger—Worst Road In Britain."

Looking back on the first—and easiest—mile of the Ferry road after it leaves A 832. At this stage the only hazards were wandering Highland cattle.

ACCESSORIES



Wilmot Breeden's new range of transparent vizors, some of which use the same mountings as the standard cloth vizors fitted to many cars.

Sun Vizors

A NEW range of seven transparent tinted sun vizors has been introduced by Wilmot Breeden, Ltd. Five of these may be bought separately and fitted to the bracket of an existing opaque vizor, the transparent shields being already drilled so that the replacement can be made easily. The material of the shields is an anti-dazzle Perspex specially developed by Imperial Chemical Industries to give the best possible neutral transmission and light stability.

As Wilmot Breeden opaque vizors are standard equipment on many British cars no fresh drilling or modification of trim is required in the majority of cases when fitting a tinted vizor. The normal vizors on Austin A.40 and A.70 and Hillman Minx cars have riveted brackets and therefore a tinted vizor is available only as a complete unit. Prices of complete vizors range from 11s 3d to £1 and of transparent shields from 8s 3d to 10s 3d.

Bench Seat Armrests

FOR use when only two persons travel on a three-abreast bench-type front seat, the Driveeze armrest is being produced by Litelug Patents, Ltd., St. Martin's House, 29, Ludgate Hill, London, E.C.4, and two of the leading car manufacturers now market this under their respective names. It is easily fitted when required, and also easily removed if the seat is to be occupied by three persons. It can, if required, be transferred to the rear seat.

This armrest consists of a fluted steel back-plate, shaped to the contour of the seat squab and having the upper end curved to fit over the top of the seat, while the lower end is shaped to fit between the base of the back rest and the back of the cushion. To this back plate the armrest is attached. It consists of a wooden base padded with Dunlopillo sponge rubber and supported by a substantial metal bracket which fits against the back-plate, and which at its lower edge has a tongue that fits into one of the three slots in the plate. The armrest is retained in position by a transverse member, the ends of which are curved over to grip the sides of the back-plate, thus forming hooks, and one of these hooks slides sideways under the action of a small spring-loaded lever. This allows the height of the armrest to be adjusted according to the driver's wishes. Both the armrest and the back plate are covered in the same p.v.c.-coated material as is used for interior trim. A feature of the armrest is its rigidity when installed.

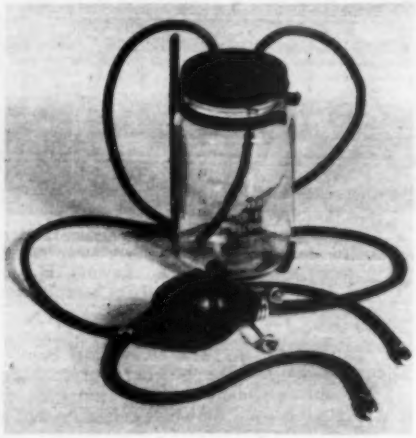
The armrests are approved accessories for Ford and Hillman, and are available for the Ford Consul and Zephyr for both front and back seats, and in the Anglia and Prefect for the back seats only. These are obtainable through all Ford dealers. Hillman dealers supply them for the Minx for both front and back seats. They cost £2 17s 6d each.

A Driveeze armrest, showing the adjustment for height which is provided.

Windscreen Washer

A NEW windscreen washer, called the Skreenkleen, has been developed by Cosmic Car Accessories, Ltd., Corporation Street, Walsall, Staffordshire. The design is simple, but effective. There is an underbonnet glass reservoir, 4in in diameter and 6in deep, requiring about 1½in clearance over it for the pipes. The reservoir is mounted in a clamp, secured to the bulkhead by self-tapping screws. Both clamp and reservoir cap are finished in black crackle-surface paint.

A rubber bulb, mounted under the facia by a plated clip, feeds air through a rubber tube to the reservoir. Water leaves by another pipe, and goes by a T junction to two chromium-plated nozzles on the scuttle panel, which must be drilled for them. A needle pricker is supplied for clearing the small nozzle holes if they become blocked, and a small bottle of denatured alcohol for adding to the water. The complete kit costs £1 7s 6d.



The Cosmic screen washer. In the front is the rubber bulb which is mounted under the facia.

Rubberized Cork Mats

AN unusual material is employed for the car mats being made by the Alexander Engineering Co., Ltd., Haddenham, Buckinghamshire. It is sheet rubber in which is incorporated powdered cork, has a matt surface, is sold in nine colours, and is made in standard sets for a number of popular cars. The cost is about £3 15s for a small car, and about £4 10s for cars of 2½-litre size. Sheets of the material are also available, these being tax free, and a 4ft × 2ft 6in sheet, for instance, costs £1 6s. It is possible to paint the mats with a special leather paint, though this would not be as durable as the mats' own surfaces.

The material is very strong, and tests suggest that it has the great resistance to wear and abrasion of the best household cork-linoleum; but, unlike linoleum, it cannot be cracked by folding because of its rubber body material. If it is to be attached semi-permanently to steel flooring, Bostik cement can be used.

Showing the cork ingrained in Alexander car mats (actual size).

Take a
BENTLEY
into partnership

Dominion - the driving spirit!

Clipping the grass verge in his D-type 2-litre E.R.A. Ron Flockhart beams happily as he leads the field in the *formule libre* race.

A.M.O.C. SNETTERTON

ASTON MARTIN CLUB ENTERTAINS AT WELL-RUN AND INTERESTING MEETING

A RUN-AND-JUMP Le Mans start for the half-hour high-speed reliability trial opened the day's racing at the Aston Martin O.C.'s meeting on September 12. This event was divided into four classes for 1,100 c.c., 1,500 c.c., 2,500 c.c. and over 2,500 c.c. cars, and was not a race. The object was for entries in each class to cover a certain number of laps at a specified speed. D. W. Brown, driving Sidney Green's Le Mans Frazer-Nash—a car that has been driven by several well-known drivers in the past, including Stirling Moss in the B.R.D.C.'s British Empire Trophy race—took the lead from P. Woozley's bright yellow J2X Allard, also a car with a past, having run at Le Mans three years ago. These two spent the next half-hour indulging in a private free-for-all but despite this, Woozley's average was not enough to qualify for a first-class award. By the third lap Brown had lapped S. Lewis-Evans' little Morris Minor tourer and J. B. Naylor's TD M.G. came in for fuel towards the end but still managed to win a first-class award.

Mixed Bag

The second event—five laps from scratch for sports cars up to 1,100 c.c.—produced four starters, D. Moore's P-type M.G., R. W. M. Rash's PB M.G., R. D. Goodchild's Austin-Buckler and P. H. Wren's Riley-engined Morgan; they kept to this order from start to finish. Cliff Davis, driving the Bristol-engined Tojeiro (the Cooper-M.G. having given trouble on the way up), won the similar event for sports cars up to 2,000 c.c. He led from Ben Wyatt's Frazer-Nash and T. A. D. Crook's very beautiful maroon Cooper-Bristol from the start, though no great distance separated these three—or Brown's Frazer-Nash which was in fourth place. By the fourth lap Davis and Wyatt had both lapped Naylor's TD M.G. and P. M. Appleton's A.B. Special.

In the five-lap race for sports cars up to 3,000 c.c., Ron Flockhart was driving the prototype of the successful DB3S Aston Martin works cars. This class was run concurrently with the over-3,000 c.c. cars, which included George Abecassis' H.W.M. with XK 120 engine. These two cars had a spirited battle for first place. The H.W.M. took the lead after the Aston Martin had been held up by a bad start, but Flockhart slowly closed the gap until, as Abecassis crossed the line, he was only just astern.

The Tojeiro was at no time very far behind these two, Cliff Davis was driving beautifully and very fast, but he was giving away some 1,000 c.c. to the Aston and 1,500 c.c. to the H.W.M.—a considerable handicap. Aston Martins were also represented by Miss Angela Brown, daughter of David Brown, driving a drop-head DB2 in which she was having a rearguard duel with E. B. Wadsworth's Healey, and by John Wyer, taking a holiday from his team-managing duties.

No fewer than 14 pre-war 1½-litre Astons lined up for the next race, a handicap over ten laps for the H. Elwell-Smith Trophy. W. Elwell-Smith, son of the donor of the Trophy, who was driving one of the 1929 Le Mans team cars—L.M.2—had started one minute after the limit man and, by the sixth lap, had moved up into the lead when the old car decided it had had enough and threw a rod through the crankcase. I. J. Robertson's Ulster model, having started from scratch, just managed to win from R. Fowler's Le Mans model at the end of the last lap.

The sound of raucous exhausts in the paddock brought spectators to their toes for the next race—ten laps from scratch for *formule libre*. Among the 15 cars on the grid were Rob Walker's Connaught, usually driven by Tony Rolt, but this time by Eric Thompson, Ron Flockhart in the ex-Mays 2-litre D-Type sprint E.R.A., Abecassis in the H.W.M., Jason-Henry's fuel-injection Connaught, Leston's 1,100 c.c. Cooper and several other interesting cars. Flockhart took the lead from the start and was never really challenged. Thompson's Connaught and Peter Whitehead's Cooper-Alta had a spirited battle for second place; Graham Whitehead's E.R.A. slowly moved up on the H.W.M. lying fourth, and just managed to pass him at the finish, crossing the line a yard or two ahead.

The highlight of the formula 3 event—10 laps, 18 starters—was an incredibly exciting duel between Leston's Leston Special and Parker's Kieft, which lasted the entire race. First Parker led, then Leston, but never more than feet apart. From the fourth lap Parker stayed in front with Leston trying to pass first on one side then the other; often they were neck-and-neck, grinning and signalling at each other. Altogether a splendid race which continued in interest even during the *lap d'honneur*. These two had a minor collision and returned to the paddock on foot.

Not content with this *fracas* Leston, this time in the 1,100 c.c. Cooper spent the next race—10 laps from scratch for formula 2—sorting it out with Peter Whitehead's Cooper-Alta for second place. Eric Thompson's Connaught took and held the lead from the start with Jason-Henry's Connaught fourth until he left the course and lost a lot of time. T. A. D. Crook found that his Cooper-Alta had no brakes and left the course near the Esses. The car was subsequently towed back fairly extensively damaged round the front. The clutch housing had broken into segments and cabbage stalks were in evidence beneath and inside the car. Crook's feet were damaged and he was collected in an ambulance.

A 10-lap handicap for sports cars finished the excellent day's racing. Handicaps were based on times during the day's events and the little A.B. Special had a 7m 40s start on the scratch cars, Abecassis' H.W.M. and Flockhart's DB3S. Several of the early starters, including Wadsworth's Healey were on their third laps before Abecassis and Flockhart left the line. In spite of this the H.W.M. had moved up into fifth place by the finish.

PROVISIONAL RESULTS

Lap Distance 1.71 miles.
High-speed Reliability Trial.

1st class awards: Aston Martin Ulster 1,496 (J. A. Bracegirdle); Jowett Jupiter 1,486 (K. E. Crutch); Jowett Jupiter 1,486 (H. W. D. Flower); Aston Martin Le Mans 1,495 (R. F. Pyson); TC M.G. 1,250 (M. C. Litton); TD M.G. 1,250 (J. B. Naylor); Aston Martin Ulster 1,495 (I. J. Robertson); Clairmonte Special 1,496 (E. M. Clairmonte); A. B. Special 1,172 (P. M. Appleton); Aston Martin Speed Model 1,950 (J. P. Hoppe); Bristol 401 1,971 (T. A. D. Crook); Frazer-Nash Le Mans 1,971 (D. W. Brown).

Sports Cars (5 laps), scratch.

Up to 1,100 c.c.: 1, P-Type M.G. 950 (D. Moore), 12m 19.6s, 68.7 m.p.h.; 2, PB M.G. 1,058 (R. W. M. Rash), 12m 44.6s; 3, Riley-Morgan 1,809 (P. H. Wren), 12m 57.4s. **Up to 2,000 c.c.:** 1, Tojeiro 1,971 (F. C. Davis), 10m 6.4s, 80.15 m.p.h.; 2, Frazer-Nash 1,791 (B. Wyatt), 10m 14.8s; 3, Cooper-Bristol 1,971 (T. A. D. Crook), 10m 23.4s. **Up to 3,000 c.c.:** 1, Aston Martin DB3S 2,922 (R. Flockhart), 9m 52.4s, 82.04 m.p.h. **Over 3,000 c.c.:** 1, H.W.M. Sports 3,442 (G. Abecassis), 9m 51.6s, 82.15 m.p.h.; 2, Allard J2X 3,420 (P. Woozley), 10m 14s; 2, Tojeiro 1,971 (F. C. Davis), 10m 15s; 3, Cooper-Bristol 1,971 (T. A. D. Crook), 10m 18.6s.

H. Elwell-Smith Trophy 10-lap handicap for Aston Martins.—1, Ulster 1,495 (I. J. Robertson), scratch, 26m 1s; 2, Le Mans 1,495 (R. Fowler), 1m 35s handicap, 26m 8s; 3, Le Mans 1,495 (R. F. Pyson) 1m 20s handicap 26m 17s.

Formule Libre Scratch (10 laps): 1, E.R.A. 1,960 S (R. Flockhart), 18m 45.8s, 86.34 m.p.h.; 2, Connaught 1,976 (E. Thompson), 19m 5.6s; 3, Cooper-Alta 2,000 (P. Whitehead), 19m 9.2s.

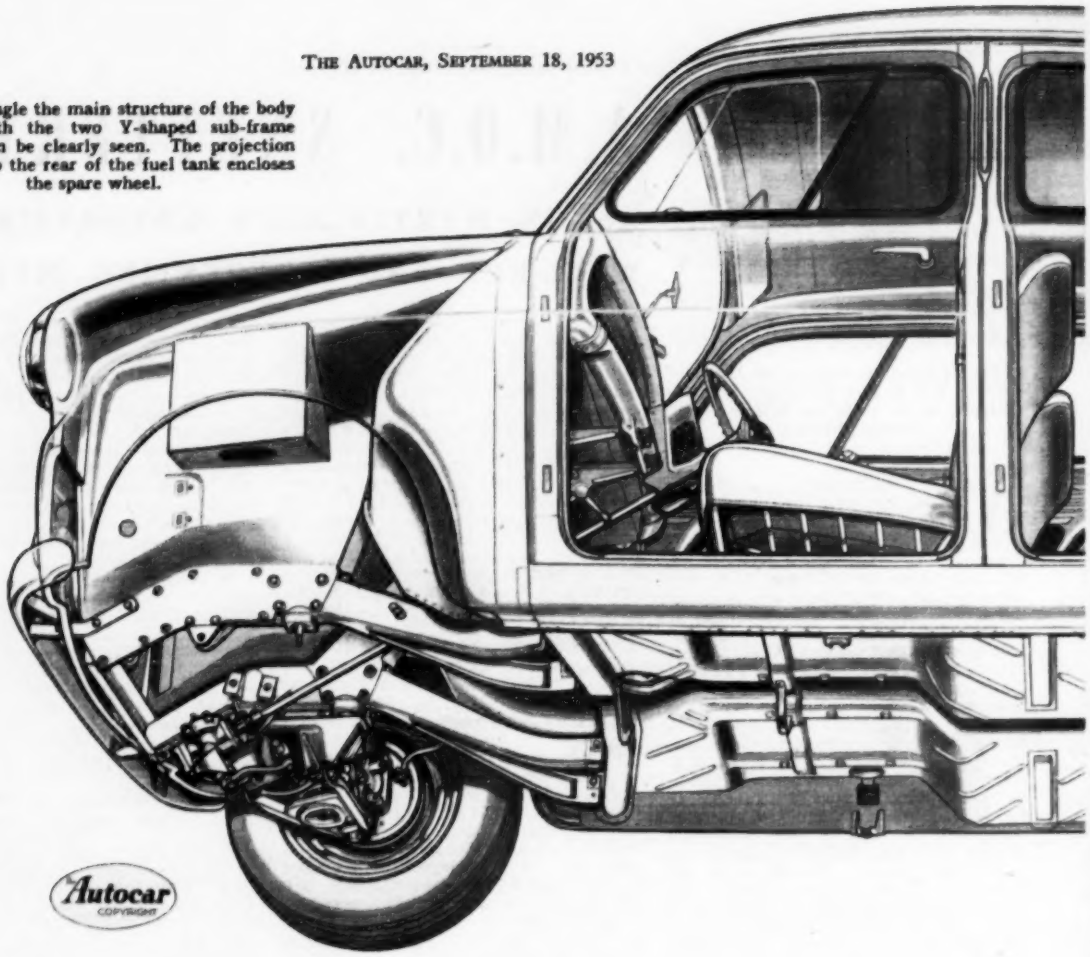
Formula 3 Scratch (10 laps): 1, Kieft 498 (D. Parker), 20m 22.6s, 79.5 m.p.h.; 2, Leston Special 500 (L. Leston), 20m 22.8s; 3, Smith 500 (K. Smith), 20m 34.8s.

Formula 2 Scratch (10 laps): 1, Connaught 1,976 (E. Thomson), 19m 0s, 85.26 m.p.h.; 2, Cooper-Alta 2,000 (P. Whitehead), 19m 8.8s; 3, Cooper Mark VI 1,100 (L. Leston), 19m 4.2s.

Sport Car Handicap (10 laps): 1, Healey 2,442 (E. B. Wadsworth), 25m 49.2s, 68.72 m.p.h.; 2, TD M.G. 1,250 (J. B. Naylor), 26m 10.2s; 3, A.B. Special 1,172 (P. M. Appleton), 36m 19s.

Starting from scratch in the Elwell-Smith Trophy race, I. J. Robertson's Ulster Aston Martin moved up through the field to take the lead from R. Fowler's Le Mans model during the last lap.

From this angle the main structure of the body together with the two Y-shaped sub-frame members can be clearly seen. The projection below and to the rear of the fuel tank encloses the spare wheel.



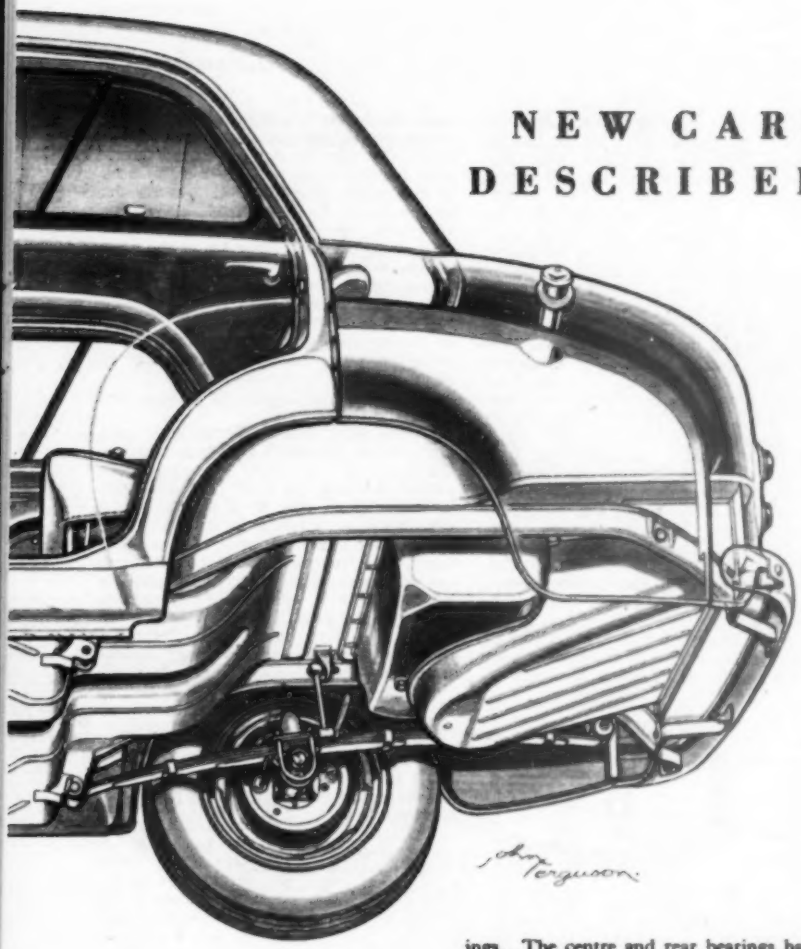
A New STANDARD

FAMILY CAR WITH THE ACCENT ON SIMPLICITY

Despite its simple and somewhat austere appearance, the new Standard Eight has well-balanced lines. The judicious application of pressed panels makes the lack of a chromium grille less noticeable.

THE Standard Motor Co. has had much experience in the production of small cars, and, before the introduction of the Vanguard model it had been building, for many years, one of the most lively eight horse-power cars available in this country. Although the two-litre, four-cylinder engine of the Vanguard is considered small in countries where fuel is cheap, the very large amount of petrol tax that the British motorist is expected to pay has, once again, brought about the demand for a really small car which is cheap to buy and, perhaps even more important, cheap to operate.

These sentiments are expressed in the new Standard Eight, a car of completely new design. It is of interest to note that the advances in engine development which have taken place since the previous models of this size were produced have resulted in the new engine developing almost the



NEW CARS DESCRIBED

EIGHT

same amount of power as the old, despite the fact that it is some 200 c.c. smaller in capacity. The 803 c.c. engine is an extremely interesting example of very modern design, with the accent on low cost and simplicity. It is designed to run on ordinary grade fuel and servicing problems are simplified by the use of overhead valve gear.

In detail, a single chromium iron casting forms the cylinder block and crankcase with the bores machined directly in the casting (unlike the Vanguard engine which is fitted with wet cylinder liners); the casting extends well down below the crankshaft centre line. It is adequately ribbed and the crank chamber is, in effect, divided into two parts by the web which supports the centre main bearing. A water jacket completely surrounds the bores over the length exposed to the hot gases. The minimum width of the water space between each pair of cylinders is approximately ¼in. All oil-ways are drilled in the casting to eliminate the use of external pipes. The camshaft is located high up in the left-hand side of the block and consequently it is not necessary to offset the crankshaft relative to the cylinder bore centre line as is sometimes required to provide the essential clearance.

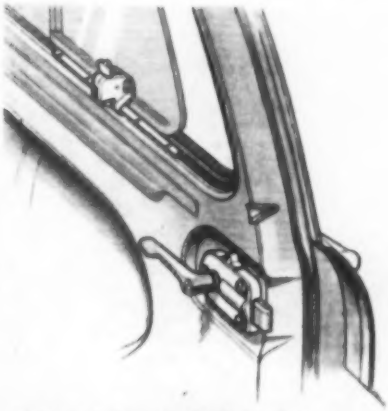
Forged from 60-ton steel, the crankshaft is of formidable construction. It is supported in three 2in diameter main bearings. The centre and rear bearings have an effective length of 1½in and the front bearing is 1¼in long. The crank pins are 1¾in diameter and as the stroke is only 76 mm there is a considerable overlap between the main bearings and the crank pins, which considerably stiffens the shaft. Balance weights are placed on each side of the centre main bearing and on the inner sides of the end main bearings.

The end thrust is taken at the rear of the crankshaft by means of flanges which contact two semi-circular thrust pads, one being placed on each side of the block. The oil return groove is machined on the 2⅞in diameter portion at the rear of the crankshaft. This is also bored to house the bearing for the gear box input shaft and drilled for the flywheel attachment bolts. A single Woodruff key in the 1in diameter extension at the front of the shaft locates the single-chain sprocket for the camshaft drive and also the pulley for belt-driven water pump, fan and dynamo. These are held in place in the usual way by the screwed starter dog. Both the main and the big-end bearings are steel-backed white metal, located conventionally by means of tags which engage in slots cut in the casting.

The "I" section connecting rods are of 40-ton steel with big-end bearings split at 38 degrees to vertical so that the rods can be withdrawn upwards through the bores; ⅜in diameter set bolts and tubular dowels locate the bearing caps. A pressed-in bush forms the little-end bearing for the floating gudgeon pin which is located in the piston by means of circlips. The aluminium alloy split skirt pistons have flat tops and are well ribbed internally: two compression and one slotted scraper rings are used per piston.

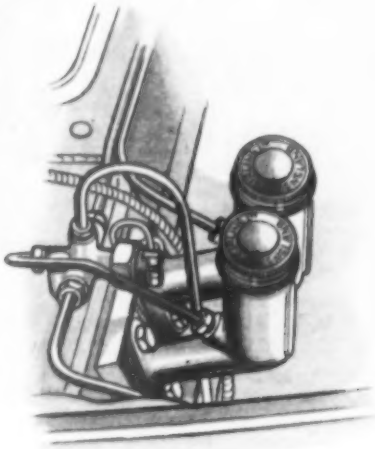
The chilled cast-iron camshaft has four bearings which run directly in the block. The helical gear for the oil pump and distributor drive is placed between the exhaust cams for numbers 2 and 3 cylinders, and the fuel pump eccentric driving cam is between the cams of the rear cylinder. End location is provided by a hardened "C" plate which is bolted to the crankcase and engages in a groove cut in the camshaft front bearing. The chain sprocket is located by a small spigot on the front of the camshaft and is held in place by two $\frac{5}{16}$in set bolts. The conventional 10/10 50/50 valve timing used by the Standard Motor Co. for many years is retained. The camshaft operates chilled cast-iron tappets which slide in bores machined directly in the block. They are inclined slightly when viewed from the front (so that a short rocker is used) and offset relative to the centre line of the cams (when viewed from the side), so that the motion of the shaft tends to rotate the tappet. The inner ends of the hollow tappets are formed to mate with the spherical ends of the solid push rods.

By placing the camshaft relatively high up in the block, the push rods are kept short and consequently the weight of the reciprocating masses is reduced, and although the rods are solid they are only ¼in diameter and 7⅞in long. No bushes are used for the rockers which operate directly on the hardened rocker shaft. The shaft itself is supported on light alloy



Sliding windows are fitted at both front and rear. The illustration shows a rear window partly open.

Individual fluid reservoir tanks are provided for the clutch and brake master cylinders.



A New STANDARD EIGHT . . . . . continued

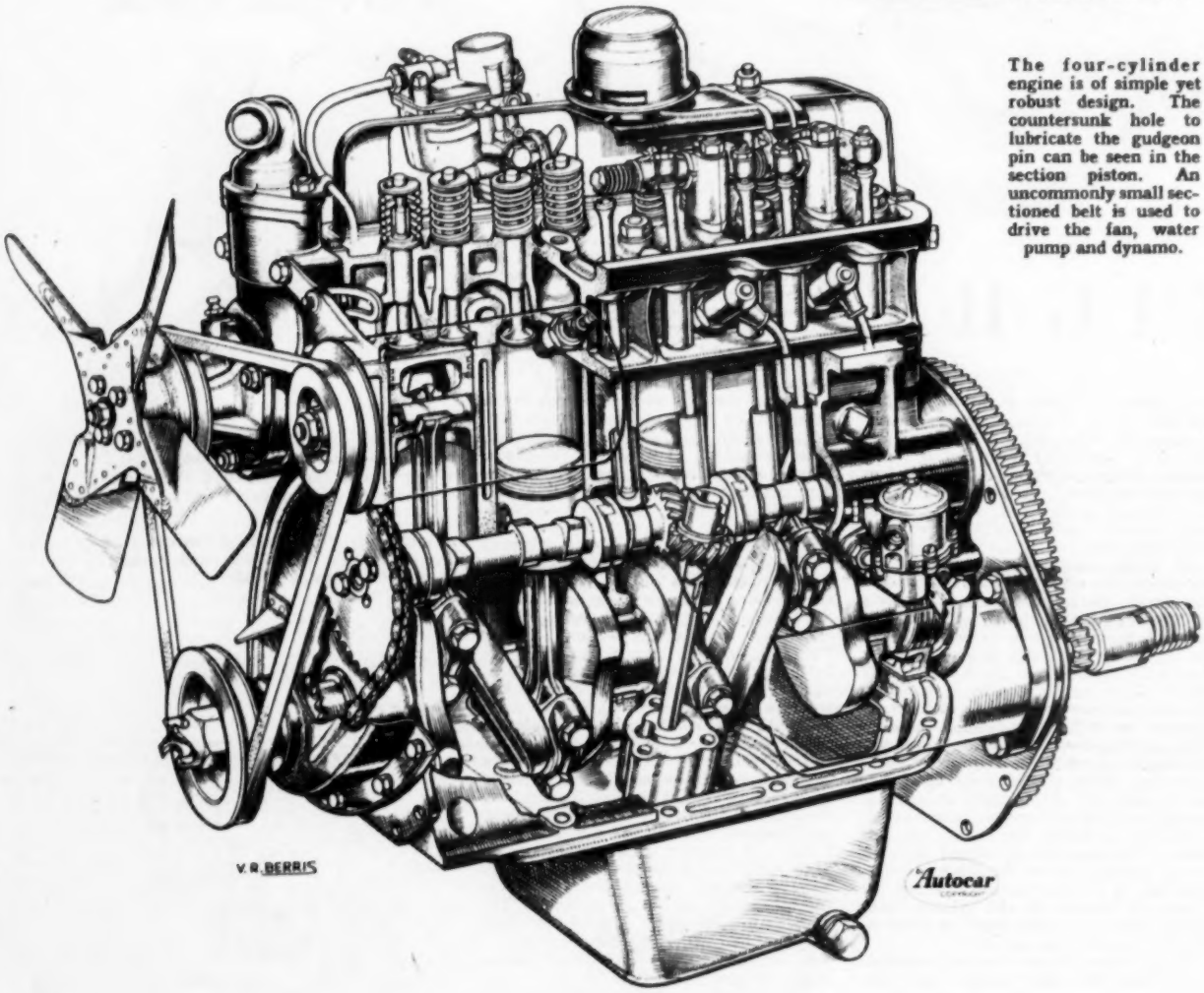
pedestals, and, as well as saving weight, this also compensates for expansion in the other components so that there is very little difference between the hot and cold tappet clearance, which is 0.010in.

The cast-iron cylinder head is clamped to the block by eleven ⅜in diameter studs. There are large water spaces around all the ports and also the sparking plug bosses. The combustion chambers are of the bath tub shape, with the major axis running fore and aft. They are offset relative to the bores so that a reasonably large "squish" area is provided opposite the sparking plugs which are placed at an angle of 35 degrees to the horizontal in a small recess. The inlet ports are siamesed for each pair of cylinders, and are 0.88in diameter at the manifold face. Individual section ports are used for the exhausts, and these are approximately ⅞in square. The inlet and exhaust valves are 1⅜in and ⅞in in diameter respectively, with a lift of ¼in, and they seat direct on to the cylinder head. Pressed-in cast-iron guides are used, the valves being held in place by a single spring and collar.

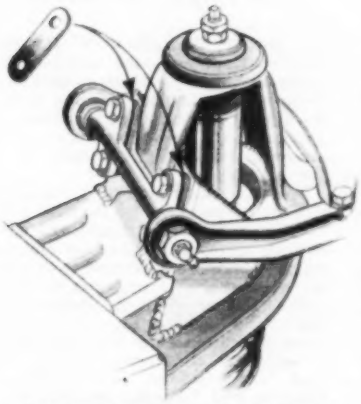
The drive for the distributor and oil pump is provided by a gear on the camshaft, which engages with a second gear mounted on a short shaft supported at this lower end by a bearing pressed into the crankcase, and from above by the casting which also holds the distributor. This casting, incidentally, prevents any end thrust from the drive unit being taken by the distributor rotor. Dogs on the lower end of the short shaft drive a longer shaft which connects with the Hobourn-Eaton oil pump located at the bottom of the crankcase.

Oil from the sump is drawn up through the inlet pipe to the intake side of the pump, and the porting in the pump is arranged so that the oil will not drain back when the engine is stationary. From the pump, lubricant passes up to a cast duct surrounding the pump drive shaft and connects with the main oil gallery which runs longitudinally through the block below the camshaft. Cross drillings feed the three main bearings and the camshaft bearings. Further drillings in the crankshaft convey lubricant to the big ends, the small end bearings being lubricated by splash via countersunk holes in the tops of the rods. A vertical drilling in the block from the rear camshaft bearing conveys oil up to further drillings in the head which connect with a hole in the rear rocker shaft pedestal, and so convey lubricant to the hollow rocker shaft. Cross drillings in this shaft allow lubricant to reach the rocker bearings, and small holes in the rear of the rockers feed the push rods. Oil running down the rods lubricates the hollow tappets, while surplus oil in the rocker chamber splash feeds the remainder of the valve gear and returns via drain holes to the sump. A wire strainer is attached to the top of the deep pressed-steel sump which encloses the bottom of the crankcase, and a pressed-steel rocker cover with a combined filler cap and filter breather encloses the top of the engine. A non-adjustable relief valve limits the maximum oil pressure to 60 lb per sq in. An external by-pass filter is screwed into the main oil gallery and returns to the sump.

A one-piece casting forms both inlet and exhaust manifolds and is attached to the head by six studs, a steel-asbestos gasket providing the seal. The inlet pipe is arranged so that it is vertical when the engine is installed at an angle of 5 degrees, and a constant hot spot area is provided at the bottom of this pipe. Fuel from the AC mechanical pump is metered by Solex 26 ZIACO carburettor. A casting bolted to the front of the cylinder block houses the water pump and thermostat unit. With the thermostat closed, coolant from the pump is passed through a water tube in the head which is cross drilled so that the coolant is directed on to the ex-



The four-cylinder engine is of simple yet robust design. The countersunk hole to lubricate the gudgeon pin can be seen in the section piston. An uncommonly small sectioned belt is used to drive the fan, water pump and dynamo.



Adjustment for wheel camber angle is by means of shims placed between the bearing shaft attachment lugs and the frame.

haust ports and around the block bosses. From the head it passes out to the thermostat chamber, through the by-pass hole and back to the chamber. Holes in the block and head permit the circulation of semi-dormant coolant around the bores. With the thermostat open the coolant circulates in the normal way, although no cut off for the by-pass is provided.

A 6¼in Borg and Beck dry single-plate clutch transmits power to the four-speed gear box. An hydraulic system of control is used for the clutch withdrawal mechanism and the fulcrum point of the thrust withdrawal arm is spring loaded so that when the clutch pedal is released there is a force of 1 lb pushing the thrust block against the clutch withdrawal face. As the clutch pedal is applied, the reaction compresses the spring and brings the withdrawal lever up against a solid pivot. This arrangement eliminates backlash in the system and prevents excessive load on the thrust pad when the clutch is not being operated.

The four forward and one reverse ratios are provided by a gear box of conventional design with single helical constant-mesh gears, and baulked synchromesh on second, third and top. The arrangement of first and second gear is of interest, as the second speed synchromesh unit is mounted inside the first speed gear, the whole being arranged to slide on splines cut in the output shaft. When second gear is engaged it is necessary to lock the second-speed synchromesh unit to the output shaft to prevent its sliding to the back end of the gear box. This is provided for by machining a radial groove on the splined portion of the shaft, and, as second gear is engaged, plungers are pressed into the groove to locate the synchromesh unit.

The 8 by 39 hypoid rear axle has a one-piece banjo casing to which the nose piece carrying the gears is attached by bolts.

A two-pinion differential is used and the differential pinions and gears are provided with thrust washers. The differential gears are splined internally to transmit the drive to the half-shafts. The outer ends of the shafts are supported on ball races; the flange which carries the brake drum and wheel is keyed to the tapered end of the half-shaft and held in place by means of a nut. The internal tapered portion of this flange extends past the tapered portion of the shaft and bears up against the inner race of the wheel bearing.

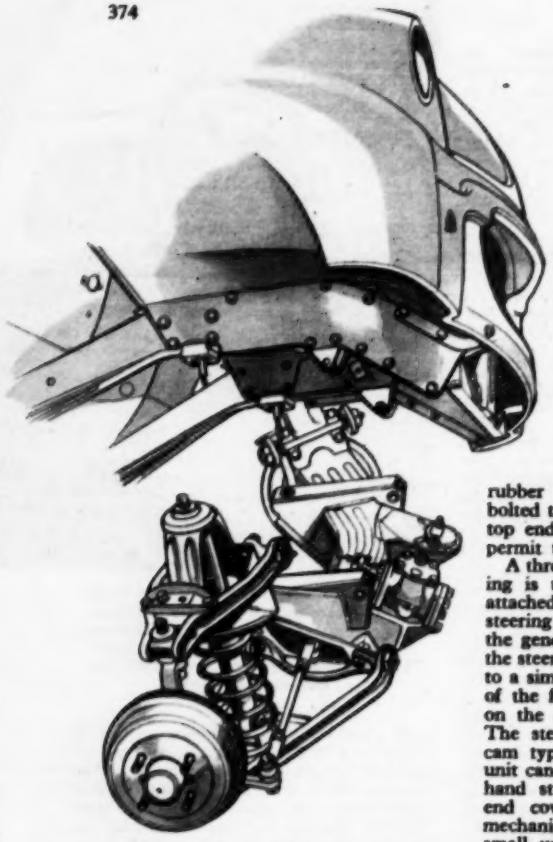
To facilitate production or repair after accidental damage, and also to simplify servicing, the front cross-member complete with the front suspension units is attached by four bolts. The front pair is placed transversely across the frame, while those at the rear are vertical. All are mounted on rubber, a feature which considerably reduces body noise excited by road irregularities. The suspension system itself consists of wishbones, coil springs and telescopic dampers. In detail, both the upper and lower wishbones are steel pressings, screwed bushes are used at the inner ends of both upper and lower wishbones, while at the outer ends of the upper wishbones the housing for the ball joint is bolted between the two pressings which form a complete wishbone. The use of a ball joint eliminates the need for a separate king pin. At the outer end of the lower wishbone a screwed bush is used to permit steering movement, and this is also provided with a bearing placed at 90 degrees to the king-pin axis to permit normal suspension movements. The forging which holds the axle stub shaft is suitably machined at its lower end to mate with the screwed bearing, while its top lug is taper bored for the attachment of the ball joint. The stub shaft is located by means of a taper held in place by a nut, and, as with the rear axle shaft flanges, the taper bore is continued well past the tapered portion on the stub shaft to relieve stress. This abutment also provides location for the inner taper roller bearing supporting the front hub. The outer bearing is held in place and adjusted in the normal way by means of a nut on the outer end of the stub shaft.

The instruments are grouped in front of the steering wheel and are cowled to prevent reflections in the windscreen at night. A pendant pedal arrangement is used for both the clutch and the brake controls.

By folding the rear seats forward and virtually converting the car into a two-seater, a very large luggage compartment indeed is provided. Some idea of the amount of luggage that can then be accommodated is obtained from the illustration on the left.

A New STANDARD EIGHT . . .

. . . continued



The four attachment points for the cross member and front suspension unit are shown in this view. The centre section of the track rod is located inside the front cross member, and, to give the necessary clearance for the outer track rods, the inner wishbone bearing shaft is curved.

The main pressing for the front cross member is swept up to form spring pans and has an additional pressing above the pan to house the spring damper. The inner bearing housings for the top wishbones are attached to this top pressing, and, owing to the position of the attachment point, it is possible to adjust the camber angle of the suspension by means of shims placed between the top bearing housings and the frame pressing. The wishbones are semi-trailing—set at an angle of 65 degrees to the longitudinal centre line viewed from above. Because of the previously mentioned method of attaching the complete suspension unit to the frame, it is possible to alter the castor angle by varying the thickness of packing pieces placed next to the rubber bushes on the rear cross member attachment points.

The telescopic damper mounted inside the main suspension spring is attached at the bottom by means of a rubber bush, the housing of which is bolted to the spring pad, and held at the top end by thick rubber washers which permit the necessary flexibility.

A three-piece track-rod system of steering is used, the two outer rods being attached to forward facing levers. The steering box itself is placed in front of the general line of the track rod so that the steering lever and idler lever (attached to a similar position on the opposite side of the frame) extend back to the joints on the centre section of the track rod. The steering box itself has a peg and cam type of mechanism, and the basic unit can be used for either right- or left-hand steering simply by removing the end cover plates and assembling the mechanism the opposite way round. A small universal joint is attached to the top of the steering box and to this is fixed the actual steering column, which is not enclosed by a tube.

A conventional arrangement of Hotchkiss drive is used at the rear but the wide four-blade leaf springs run over the top of the axle casing and are secured by inverted "U" bolts. This arrangement slightly increases the height of the rear roll centre and also enables the springs to be inclined towards the front of the car. This produces a slight steering of the rear axle under conditions of roll and can increase the understeer characteristic. Suspension damping at the rear is provided by hydraulic dampers attached to the rear axle casing and connected by arms and links to the rear frame members.

Hydraulically operated Girling brakes in seven-inch diameter drums are used for both front and rear wheels. They have a lining width of 1½in and a total lining area for all four wheels of 68 sq in. To provide the necessary differential between front and rear wheel braking, a two-leading-shoe system is used at the front, with leading and trailing shoes at the rear. The hand brake is mechanically coupled to the rear wheels with a compensating mechanism mounted on the rear axle casing.

The unit construction body is composed of 20-gauge pressings for the main panels with 18-gauge reinforcements and stress-carrying members. With any unit-construction body it is desirable to distribute the stress and prevent stress concentrations. The object of the design in the case of the Standard Eight is to prevent stress concentrations at the front end and to distribute the loading to the very rigid front bulkhead. This is done by attaching two Y-shaped sub-frames to a cross member placed across the bottom pressing at a point level with the windscreen. These are triangulated by body pressings extending down from the scuttle and closing plates formed by the inner wing valance.

SPECIFICATION

Price.—Four-door saloon, £339, plus purchase tax £142 7s 6d. Total £481 7s 6d.

Engine.—4-cyl, 58 × 76 mm (803 c.c.). Compression ratio 7.25 to 1. 26 b.h.p. at 4,500 r.p.m. Maximum torque: 39.2 lb ft at 2,800 r.p.m. Three-bearing crankshaft. Inverted bath tub combustion chambers. Side camshaft with push rods and rockers.

Clutch.—Borg and Beck 6½in diameter dry single-plate, hydraulically controlled.

Gear Box.—Overall ratios: Top 4.875 to 1; third 7.088 to 1; second 11.993 to 1; first and reverse 20.82 to 1; synchromesh on top, third and second gears.

Final Drive.—Hypoid bevel, 4.875 to 1; two, pinion differential.

Suspension.—Front: independent by coil springs and semi-trailing wishbones; telescopic dampers. Rear: half-elliptic leaf springs and piston-type dampers. Suspension rate at the wheel: Front, 70.8 lb per in. Rear, 95 lb per in. Static deflection: Front, 6.85in. Rear, 5in.

Brakes.—Girling, two-leading shoe front; leading and trailing rear. Drums 7in diameter by 1½in wide. Total lining area 68 sq in (34 sq in front).

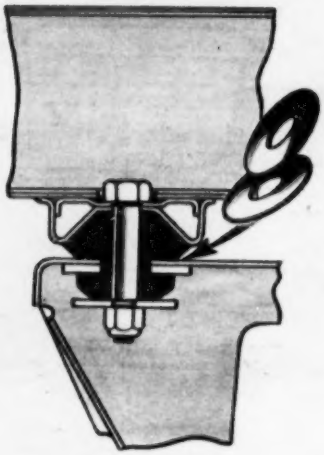
Steering.—High efficiency gear and three-piece track rod.

Wheels and Tyres.—Dunlop 5.20—13in on 13 × 4in four-stud steel disc wheels.

Electrical Equipment.—12-volt, 30 ampère-hour battery. Head lamps: double dip, 42-36 watt bulbs.

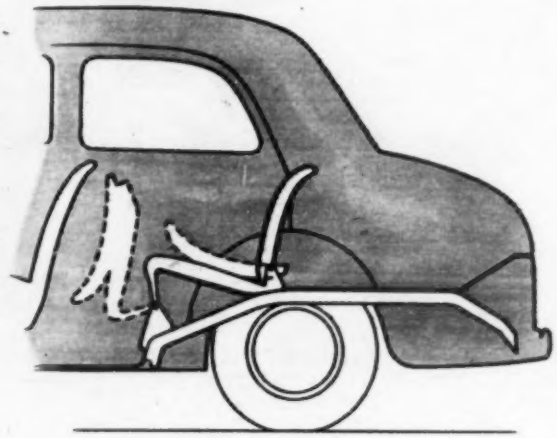
Fuel System.—Seven gallons. Oil capacity: Seven pints.

Main Dimensions.—Wheel base: 7ft. Track: front, 4ft 0½in; rear, 4ft 0½in. Overall length: 11ft 10in. Height (unladen): 5ft. Width: 4ft 10in. Ground clearance: 7in. Frontal area: 19½ sq ft. Turning circle: 32ft. Weight (in running trim, with five gallons of fuel): 14 cwt. Weight distribution: 56.5 per cent front.



Left: Adjustment for wheel castor angle is made by placing shims between the rubber bushes on the rear attachment points of the front cross member.

Right: The rear seats can be folded forward leaving the whole of the rear compartment free for luggage.



The Pedigree Car with the Jet-Bred Engine

The new Armstrong Siddeley Sapphire has the performance of a very fast car—the appearance and appointments of a luxury carriage.

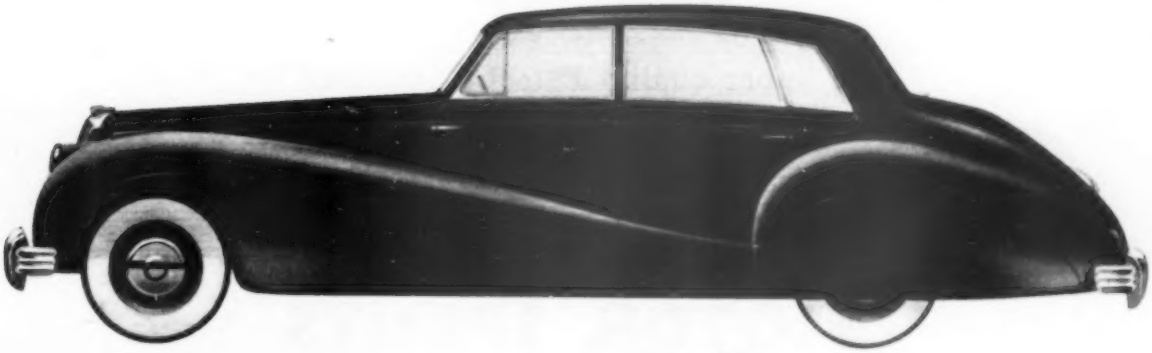
The engine is a new 120 B.H.P. 'square type'—built on the same production lines as the Sapphire jet that powers the world's fastest aeroplanes. Top speed is 95 m.p.h., acceleration is very responsive, yet *fuel consumption is amazingly low—over 20 m.p.g.*! Special anti-roll bars are fitted front and rear to give far faster, and safer cornering. Gears may be either synchromesh or new "Selectric". Both give ready racing changes. Externally, the lines of the coachwork are sweeping and elegant. Inside, the fittings are quietly luxurious . . . with deep-piled carpets, polished walnut panelling, finely grained hide upholstery.

The price is £1,215 plus £507 P.T., total £1,722. "Selectric" gearbox £43 extra. You will find the Sapphire at your local showroom, ready for your inspection and your demonstration drive. After you have driven it you too will agree "There is no finer car on the road today than the Armstrong Siddeley Sapphire"

Anti-roll bars . . . for smooth cornering.

New 120 B.H.P. "Square-type" engine,—top speed 95 m.p.h—amazing fuel economy, over 20 m.p.g.

Extra large boot . . . holds all family's luggage.



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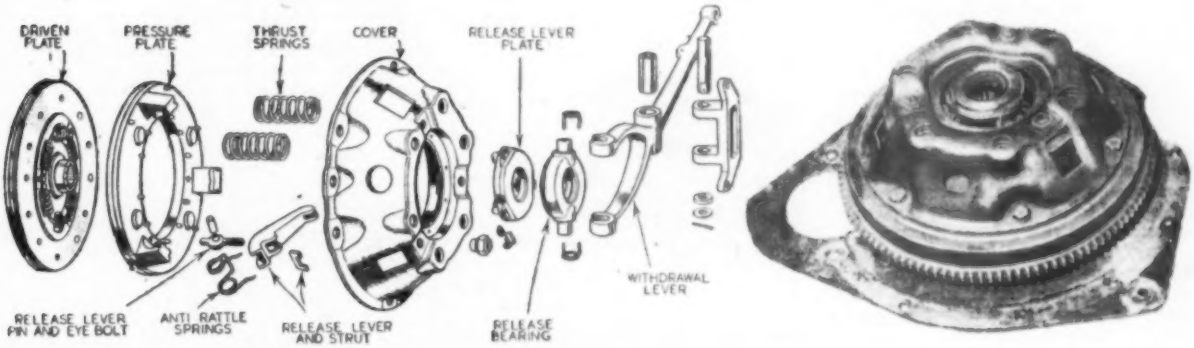
MAINTENANCE MISCELLANY No. 1



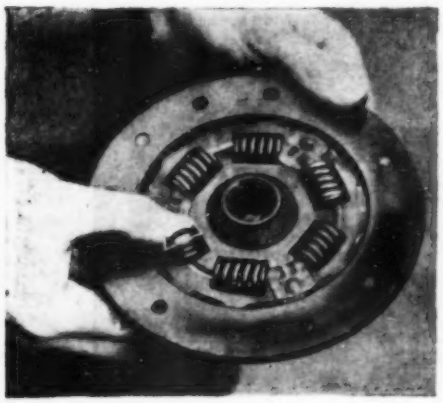
When the gear box and bell housing have been removed the exposed clutch unit can be withdrawn after extracting the setbolts which secure it to the flywheel. On the left : a useful breakdown of the assembly.

Hillman Minx Mark III
CLUTCH OVERHAUL

TOOLS REQUIRED

- 1 Set B.S.F. and Whitworth spanners.
- 3 Assorted screwdrivers.
- 1 Hide mallet.
- 1 Bench press or vice.
- 1 Setting tool for clutch driven plate.
- 1 Tool for replacing release lever retaining clips.
- 3 Chassis stands.
- 1 Piece of flat board, 3ft x 1ft 4in.
- 1 Fixed pointer for checking clutch plate truth.

Time : 8 hours.



This clutch plate is unserviceable for two reasons : oil on the linings and loose cushioning springs.

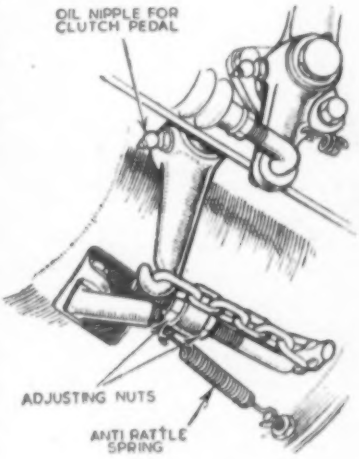
FROM the average owner's point of view the overhaul of any clutch is quite a formidable task and for this reason it is essential to make absolutely certain that dismantling is necessary and unavoidable before this work is started. The easiest method of assessing the efficiency of a clutch is, of course, by road test. Some people are quite unable to determine the cause of lost power through a slipping clutch and often attribute this condition to some obscure engine ailment which cannot be traced—for obvious reasons.

If therefore, it is suspected that the clutch assembly may be at fault, adjustment of the clutch withdrawal mechanism should be checked immediately. This adjustment takes care of normal faults such as wear on the linings, but must not be regarded as a cure for badly worn or oil-fouled clutch plates.

Simple Adjustment

Actual adjustment of the clutch is a simple matter on this model of the Hillman Minx, and takes the form of a threaded chain hook located at the outer end of the clutch withdrawal lever. Two nuts, located on the chain hook, lock themselves against the machined faces of the lever and thus hold the hook in any required position after the correct adjustment has been obtained. The correct setting for this assembly is ¾in free pedal movement; that is, the pedal should travel downwards ¾in before operating the clutch withdrawal mechanism. This is easily felt by operating the clutch pedal carefully with the foot. Slight pressure will, however, always be present from the pedal return spring and care must be taken not to confuse this pressure with clutch operation proper.

The reason for the free movement is that although the pedal may return to its maximum travel stop under control from the return spring, it may still be exerting pressure upon the release lever. Thus the clutch mechanism is only partly engaged although the pedal has been fully released. This is the



The method of adjustment can clearly be seen from this illustration. Some earlier models had lock nuts fitted on the withdrawal lever hook.

Hillman Minx CLUTCH OVERHAUL . . . . . continued

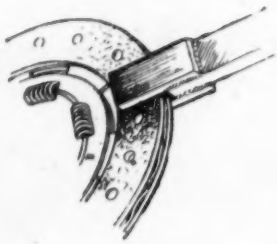
condition which prevails when a bad driver rides the clutch pedal with his foot when the car is being driven normally.

Reference to the illustration of the adjustment mechanism will elucidate the method of adjustment. It should always be remembered that the chain must never be overtaut; the clutch pedal return spring provides the correct tension. When the recommended amount of free pedal travel is obtained, adjustment in this respect is complete.

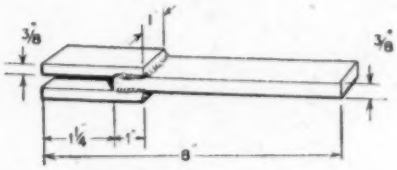
Any tendency to judder or rough take up can normally be corrected by setting the chain hook in the ideal position. This is an important point and is often the solution to clutch judder on this particular model. Usually, simple but essential points such as this are overlooked in favour of substantial overhauls. To locate the clutch withdrawal hook in the correct position, slacken off the nuts on the withdrawal hook itself, leaving the hook free in the withdrawal lever.

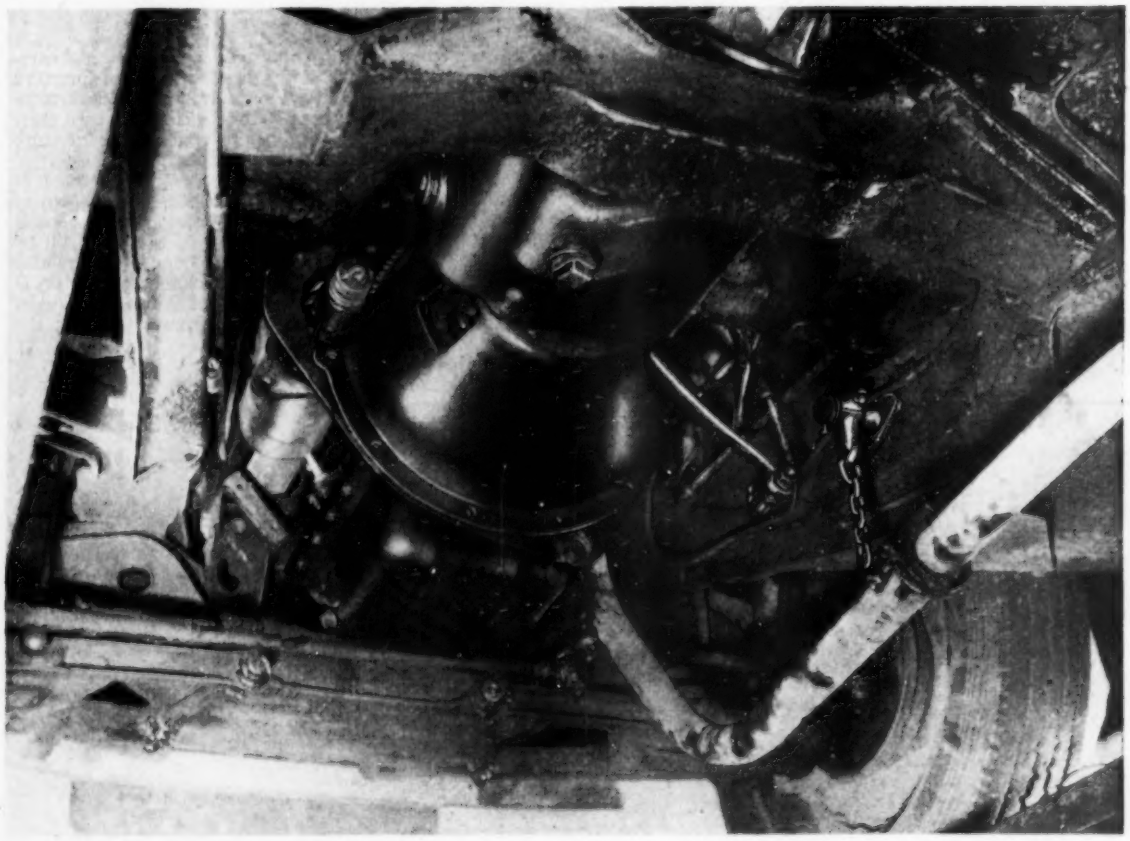
The hook must then be positioned in such a way that the withdrawal chain slopes downwards from front to rear; that is, so that the front of the chain is ½in higher than the rear of the chain. The easiest method of making this adjustment is to place a flat piece of board along the inside of the chassis frame so that the bottom flat portion of the frame can be used as a datum. The board should, of course, be sufficiently wide to reach the clutch withdrawal lever, thus enabling an accurate measurement to be taken.

It must again be remembered that any such alteration to the withdrawal chain is almost certain to affect the free pedal movement and this must be rechecked before tightening the nuts finally. In some cases the dimension of ½in for this adjustment does not have the desired effect. In such instances the following information will prove helpful. If, on right-hand drive cars, judder takes place when reverse gear is being used, the front end of the chain should be lowered slightly—a reduction in the half-inch measurement. If, however, judder occurs when a forward gear is engaged the

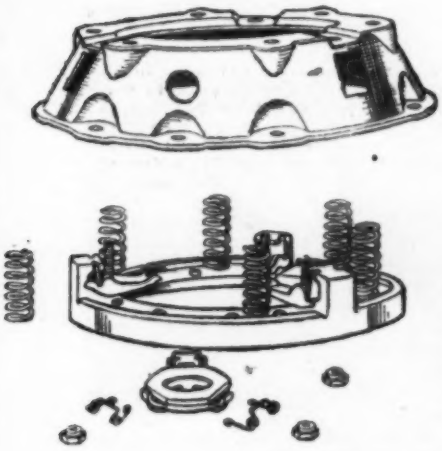


The dimensions shown here will enable the average handyman to construct the tool required to true up a new clutch plate. There is no need to weld the fork of the tool, a bolt will serve quite adequately. The method of using the tool is also shown.





A general view of the clutch mechanism during overhaul. The starter motor, clutch withdrawal lever, gear selector linkage and propellor shaft have been disconnected. The withdrawal chain is removed from the lever hook by turning it through 180 degrees. The support bracket at the rear of the gear box is detachable and greatly facilitates the removal of this unit.



The dismantled pressure plate assembly. The pressure springs are the six largest shown here.

front end of the chain should be slightly raised.

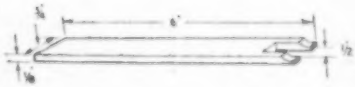
On some of the earlier models of this type, locknuts were used on the chain hook. On later models this practice was discontinued, as the assembly has a self-locking action. On left-hand drive cars of this type the chain should slope downwards from the withdrawal lever and the difference in height should be ¼in. Otherwise, this adjustment, and the elimination of judder on forward or reverse gears is the same for both left- and right-hand drive models.

Having made absolutely certain that the adjustment mechanism is properly set it is possible to check the efficiency of the clutch unit by the following method: Apply the hand brake and start the engine. Set the throttle to a fast tick over. Engage top gear and let the clutch pedal out gently. If necessary, increase the revs progressively to prevent premature stalling. If the engine revs rise the clutch is slipping. In normal use, a clutch which holds the engine under such test conditions can be considered efficient.

Should it be found desirable to carry out more comprehensive repairs, one method of removing the clutch assembly from the car is as follows: Support the car with two chassis stands situated beneath the side members, level with the engine rear mounting. Drain the radiator. Drain the oil from the gear box and disconnect the battery. Remove the three nuts and washers securing the exhaust flange and disconnect the exhaust pipe from the manifold. Remove the clutch return spring from the anchor bolt and withdrawal lever. Undo the nuts on the clutch withdrawal hook and release the withdrawal chain. Disconnect the engine tie bar by removing the split pin, nut, and washer from the rear fixing point, and by removing the locknuts, washers and rubber buffer from the forward fixing point.

Disconnect the propeller-shaft from the gear box coupling by removing the four securing nuts and Shakeproof washers. If necessary, tap the yoke with a mallet. Uncouple the speedometer drive cable from the gear box by removing the securing set bolt and washer from the rear cover. Remove the split pin and washers from the control rod; i.e., the longer external lever on the gear box.

Take the weight of the engine on a third stand placed beneath the sump—



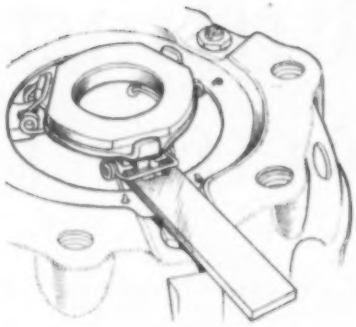
The special tool which is necessary to refit the release lever plate retaining clips.

a jack can be used if preferred. Remove the nuts, Shakeproof washers, and lock-plates securing the rear support bracket. Now remove the nuts, washers and bolts securing the bell housing and lower the gear box assembly complete. The clutch assembly can now be withdrawn from the flywheel by evenly removing the setscrews which attach the clutch cover to the flywheel. It is important to prevent undue strain on the cover at any one point.

The illustrations show the correct method of dismantling the pressure plate assembly. The special tools can be made by the average handyman and for this reason full dimensions have been supplied.

If the fitting of a new driven plate is found necessary the replacement unit should be set up in a suitable but simply constructed rig and rotated and checked for out of true, which must not exceed 0.010in. It is important that the forked tool recommended for setting the driven plate should be used only over the rivet nearest to the part of the driven plate requiring setting. Failure to observe this important point will result in damage to the segments of the driven plate.

To provide for variations in manufacture, individual adjustment is possible when locating each release lever. The adjusting nut is positively locked by peening over and should never be disturbed unless the clutch is dismantled for the replacement of parts.

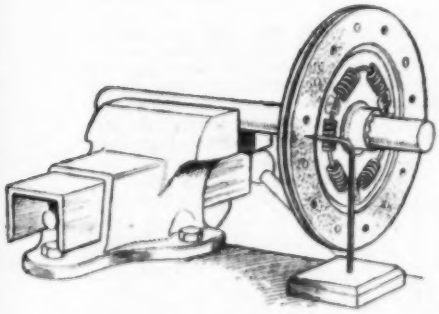


Fitting the release lever plate retaining clips with the special tool which can easily be constructed from an old tyre lever or similar piece of metal.

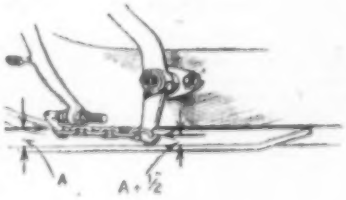
Clutch units fail for a variety of reasons. The most frequent cause is faulty adjustment which, if left uncorrected, will wear out the clutch plate prematurely. Another cause of premature failing is oil on the clutch plate. This is invariably brought about by the failure of the rear main engine bearing or the front gear box bearing.

Obviously there is no point in replacing an oil-fouled clutch plate with a new unit until the root of the trouble has been located and rectified. Such rectification usually involves further overhaul of the engine or gear box.

In some cases, excessive engine whip places exceptional strain on the clutch unit during drive take up. On later models of this type an engine stabiliser was fitted and a set of conversion parts is available from the manufacturers to enable this additional equipment to be fitted retrospectively to any Mark III model. On later cars the stabiliser is welded to the scuttle but can be fitted in service by drilling the scuttle and using high-tensile bolts. Longer cylinder head studs are also required in two places. Engine movement is greatly restricted by the use of this modification and it saves the clutch unit from being subjected to undue strain.



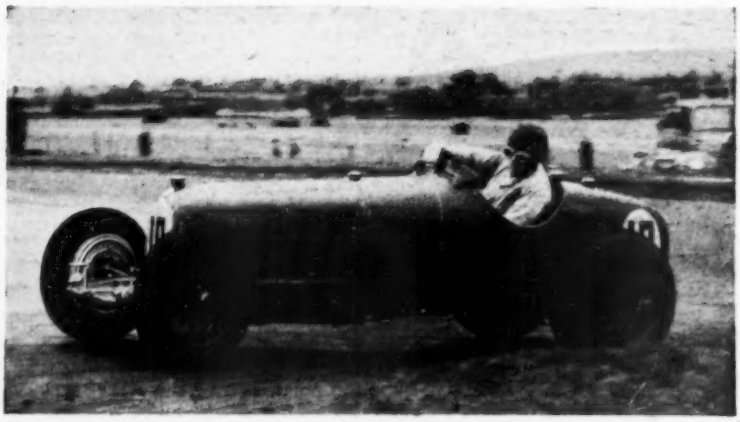
A simple rig for checking the truth of the clutch plate. A fixed pointer, such as the one illustrated, can easily be made by bending a stout piece of wire.



A flat board should be used to extend the datum of the lower edge of the chassis side member. The difference in height of the front of the chain from the rear should be ¼in.

SUCCESSFUL COMEBACK

2.9-LITRE MONOPOSTO ALFA ROMEO WINS WAKEFIELD TROPHY



A. Powys-Lybbe, winner of the Wakefield Trophy, rounds Kildare Hairpin in his 2.9-litre supercharged Alfa Romeo.

MISFORTUNES on the Continent and in the T.T. the previous week kept nine cars out of the Irish Motor Racing Club's international Wakefield Trophy Race at Curragh last Saturday, and practising troubles plus two cars turned down by the scrutineers eliminated another eight, an unusually severe weeding out that left only twenty-nine on the starting line. One of the unfortunates was D. M. Jenkinson, of Doncaster, who during practice overturned his Type 51 Bugatti at Kildare hairpin, seriously injuring two soldier marshals but escaping himself with concussion and bruises.

With five of the Type C Jaguars out, the sole remaining representative of this *marque* was J. Kelly, of Dublin, who was virtual scratch man with L. Marr (1,960 c.c. Connaught). Though the principal awards are the scratch ones for the Wakefield Trophy the event is run on a handicap race basis and starts of up to six laps and 1½ minutes were given in 30 laps (148 miles) by the scratch man, Duncan Hamilton (Jaguar).

During practice, J. H. Walton in the 2-litre sports Cooper-Bristol had lapped at 81.94, only 5.2 sec outside Stirling Moss' lap record in the H.W.M. (83.96 m.p.h.), and looked like running away with the handicap, though Marr with a lap at 83.90 had been fastest. Walton set off well and made fastest lap in the earlier stages at 81.58 m.p.h., but a series of pit stops put him out of the running. On the seventh lap Marr knocked two seconds off this with a lap of 82.34 m.p.h., only to retire in the following lap with clouds of smoke issuing from his engine as he came down to Ballymany Hairpin.

Good Handicapping

A. Powys-Lybbe in his 1935 monoposto Alfa Romeo had been going along steadily with a nice eight-cylinder exhaust note and he increased speed until on his tenth lap he equalled Marr's best. At this stage there was a close battle on handicap performance between Gerry Dunham (2,511 c.c. Alvis), Belfastman W. Leeper (1,250 c.c. M.G.), Powys-Lybbe, and R. E. Odlum (1,971 Frazer-Nash single-seater), with only a few seconds between them.

Leeper came into the pits very soon after, and an hour from the start Dunham, who had been lapping at nearly 80 m.p.h., retired at Prison Corner. This left the main battle between Powys-Lybbe and Odlum with practically nothing between them. With eight laps to go, Odlum was up into second place, averaging 78½ m.p.h., with only one long-marker, E. T. McMillen (1,250 Nufor), in front, while Powys-Lybbe, averaging almost dead on his handicap speed of 80.3, was in fifth place. Joe Kelly in the Jaguar was slowly losing ground to the Alfa.

Then with six laps to go Odlum had a pit stop that cost him 80 seconds and his chance was gone. Powys-Lybbe ran out a winner at 80.44 m.p.h. by 84 seconds, and made fastest lap of the race last time round at 83.12 m.p.h. Odlum made a great effort, lapping at 80.84 m.p.h., and snatched second place from McMillen almost on the line, a thoroughly exciting finish to a good race.

RESULTS

Wakefield Trophy Race:

1, Alfa Romeo 2,904 c.c. (A. Powys-Lybbe), 80.44 m.p.h.; 2, Jaguar 3,442 (J. Kelly); 3, Frazer-Nash 1,971 (R. E. Odlum); 4, Delahaye 3,557 (D. Margulies); 5, Allard 3,917 (J. D. Titterington); 6, Frazer-Nash 1,971 (W. B. Black). 2,000 c.c. Class (excluding first four): Frazer-Nash (W. B. Black), 74.37 m.p.h.. 1,500 c.c. Class: Lester-M.G. (P. Jackson), 72.18 m.p.h. Fastest Irish under 1,500 c.c.: M.G. 1,250 (N. E. Gleeson), 62.02 m.p.h. Fastest lap: Alfa Romeo (A. Powys-Lybbe), 3m 34s, 83.12 m.p.h.

O'Boyle Trophy Handicap:

1, Alfa Romeo 2,904 c.c. (A. Powys-Lybbe), handicap 1 lap and 1½ mins, 1 h 48m 22s, 80.44 m.p.h.; 2, Frazer-Nash 1,971 (R. E. Odlum), 2 laps, 1h 49m 46s, 77.74; 3, Nufor 1,250 (E. T. McMillen), 5 laps, 1h 49m 47s, 69.40; 4, Jaguar 3,442 (F. E. A. Bigger); 5, Jaguar 3,442 (J. Kelly); 6, Allard 3,917 (J. D. Titterington); 7, Delahaye 3,557 (D. Margulies); 8, Lester-M.G. 1,467 (P. Jackson).

GOODWOOD HANDICAPS

SOME CLOSE FINISHES IN B.A.R.C.'s MEMBERS' MEETING

HONOURS went primarily to the handicappers at the 14th members' meeting held by the B.A.R.C. at Goodwood last Saturday, for there were some really exciting finishes in a few of the many 5-lap handicap events. In the second of them, divided from the first by four scratch races (two of which were run concurrently), vintage Bentleys only were eligible. The first six cars finished almost in a nose to tail procession, and had it not been for the *chicane* between Woodcote Corner and the finish there would have been even less time between first and sixth car home. R. H. Mason deserved his first place in this event.

Five cars finished equally close in the next handicap, which was the more exciting because the scratch man, T. W. Dargue (M.G.), worked his way right through the field to win by a narrow margin from K. Sloman and M. Traugott, also in M.G.s. The handicappers, however, did not rest on their laurels, many handicaps being adjusted before the start of some events. One result was that the fourth handicap race was the most exciting of all.

Scratch man was C. A. S. Brooks in D. Hely's Frazer-Nash, a combination which had already scored an impressive scratch race victory. Hely himself was driving his very fast Healey, and it was interesting to see an Austin-Healey Hundred (D. S. Shale) among the more familiar cars. For two laps Hely held the lead, only to leave the road on the third, whereupon J. A. Keeling's Jaguar XK120 got in front, with P. A. Everard's familiar DB2 Aston Martin moving quickly into second place. At the end of the fourth lap Everard was on Keeling's tail, some way ahead of R. A. Page's Allard, but by the end Everard *just* got in front, and Page was so close behind Keeling that there was but one second between all three cars.

Both remaining races produced worthy winners. In the first T. Haig, in his M.G., held the lead for every lap, the faster cars making little impression on his lead, and in the second H. Orr-Ewing worked his black Bentley through the rest of the entry to a very creditable first place.

PROVISIONAL RESULTS

All races five laps of 2.4-mile circuit.

Scratch Races: A: 1, Lotus 1,099 (C. Chapman), 69.01 m.p.h.; 2, Riley 1,089 (E. W. Cuff-Miller). **B:** 1, M.G. 1,467 (P. D. Gammon), 74.80 m.p.h.; 2, M.G. 1,467 (T. W. Dargue). **C:** 1, Frazer-Nash 1,971 (C. A. S. Brooks), 77.14 m.p.h.; 2, L.M.C. 1,971 (B. Baxter). **D:** 1, Allard 5,420 (R. A. Page), 77.14 m.p.h.; 2, Jaguar 3,442 (M. W. Head).

Handicap Races: A: 1, Aston Martin 2,580 (P. A. Everard), 59.56 m.p.h.; 2, Lester-M.G. 1,086 (H. Lester). **Bentleys only:** 1, R. H. B. Mason, 64.86 m.p.h.; 2, H. Orr-Ewing. **B:** 1 M.G. 1,467 (T. W. Dargue), 73.85 m.p.h.; 2, M.G. 1,250 (K. Sloman). **C:** 1, Aston Martin 2,580 (P. A. Everard), 74.61 m.p.h.; 2, Jaguar 3,442 (J. A. Keeling). **D:** 1, M.G. 1,250 (T. Haig), 67.34; 2, Bailey Spl. 1,496 (P. S. Bailey). **E:** 1, Bentley 4,396 (H. Orr-Ewing), 70.88 m.p.h.; 2, Alvis 1,496 (A. Marsh).

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2 JAGUAR	6 GORDINI	13 FRAZER-NASH
4 JAGUAR	9 JAGUAR	14 AUSTIN HEALEY

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TH.7

Among the many pleasant Cotswold places through which the River Coln winds its way is Bibury Mill, on the road between Cirencester and Oxford.

CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

HEAD-IN-AIR

Keep the Oil Intakes Submerged

[65153.]—In the absence of any full technical explanation for the failure of the Jaguar engines in the Goodwood Nine-Hour race, other than "loss of oil pressure," one is left to speculate on the exact reasons from such information as is available.

Examination of the Jaguar drawings published in Mr. W. M. Heynes' paper (*The Autocar*, April 24) shows the oil intake to the pump to be of the pivoted float type and of large diameter. It is conceivable that the violent sideways oil surge when cornering will allow the intake to be only partially immersed, when it will, of course, draw air instead of oil. There would appear to be risk of this even with a reasonably high oil level.

On the other hand, the Aston Martin engine (as illustrated in *Automobile Engineer* some time ago) has a fixed oil intake set well down in the sump which would be uncovered only if the oil level were exceptionally low.

Should these ruminations prove to be correct, the solution would appear to be relatively simple—sink the float and keep it there! In any case, it is doubtful whether there is any particular virtue in the floating type of intake where the general turbulence of the oil is such that settlement of foreign matter is impossible. One must depend on the gauze to stop the half-bricks, and the filter to trap the smaller fry.

Had the oil intakes been held "heads under," the Goodwood result may well have been different, not that I would have it so —I'm an Aston owner!

Cheam, Surrey. D. L. DIXON, B.Sc., A.M.I.E.E.

OFF-HAND

British Salesmen Not on Their Toes

[65154.]—I had occasion recently to visit the London retail headquarters of two of our largest motor manufacturing concerns, to examine certain models with a view to purchase.

In the first showroom, which was practically devoid of visitors, I began to examine the model in which I was interested. No salesman approached. After some ten minutes I collected a catalogue and returned to the vehicle for another five minutes. Still no approach. I then walked down the showroom to where two gentlemen reclined at a desk and observed that I wanted some information, including the delivery position. Neither troubled to get to his feet, and I was told in an off-hand fashion that six to nine months was the delivery period—"The export demand, you know," I was a total stranger and might have been from any export market.

At the second showroom, again with few visitors present, I had much the same experience, except that, the catalogue omitting certain vital measurements, I was graciously permitted to borrow a foot rule and measure up the job myself.

In that horrible phrase, so prevalent, these people "couldn't care less" about a prospective customer who was a genuine buyer

CORRESPONDENCE . . . . . continued

and, for all they knew, might have been ready to place an order for 100 vehicles, and an export order at that.

If our manufacturers want to give away business to their foreign competitors they are certainly going the right way about it. D. N. H.

Broxbourne, Hertfordshire.

PLUG WASHERS

Why Do They No Longer Stay Put?

[65155.]—Until comparatively recently the initial tightening of a sparking plug had the effect of spreading the washer and forcing it into the recess above the thread, securing it there for the best part of its life.

Was this a disadvantage? At any rate, the modern plug washer—presumably by design—no longer stays put and, after the plug has been removed, one has the irritating job of fishing about with the tip of one's little finger trying to recover the washer. Then comes the risk of dropping it while trying to balance it over the engine on the end of the plug—or, in the case of marine outboard engines, of dropping it into the sea.

Having just changed a set of plugs myself it comes as no great surprise to find that two plugs in the engine had double washers—while those in an outboard engine had none; burnt fingers and butter-fingers respectively! Is not the washer maker really to blame? L. W. GIBBENS.

Esher, Surrey

ALL OR HALF?

Should 3¾ Gallons Cost as Much as 4?

[65156.]—A few weeks ago I called at a well-known petrol filling station to fill up with petrol, and, having to go on a long journey the day after, I requested the attendant to "fill it up," explaining that the tank would take between three and four gallons.

At 3¾ gallons the tank was full, and the attendant demanded the price of four gallons; this I refused to pay. After quite an altercation, the garage owner came in, and he immediately stated that it was the custom in the trade, that anything over and up to the half-gallon should be paid for, and furthermore if I did not pay the attendant would have to.

I considered that this was hitting below the belt, and I had no choice but to pay.

The owner did promise to notify me the reason for this but he has failed to carry out that promise.

Has the motor trade now openly joined the rest of the racketeers who think the motorist is "fair game"?

Thorneywood, Nottingham. W. B. P.

COMMENT

Retain the British Lines, Positive Gear Change . . .

[65157.]—I would like to comment, somewhat belatedly I fear, on Mr. D. Murray Bladon's letter [65028] and to endorse the views expressed in the penultimate paragraph of his letter.

As a motorist of twenty-five years' standing, with something approaching half a million miles to my credit, I deplore the passing of the sliding roof; nor do I think the drop-head body meets the need except as regards fresh air. The latter models usually cost a little more new, realize rather less second-hand, and do not take too kindly to constant use.

My present car, a 2½-litre Riley, the fourteenth car I have owned, and the fifth of the Nuffield line, has proved most satisfactory in all other respects, but it is a little irritating to have to contemplate an expenditure of over £50 for a conversion, however well done, which, I imagine, could be profitably incorporated as an optional extra by the makers for something under one-third of this cost.

Few of us are unmindful of the fact that our manufacturers have to keep their fingers pretty closely on the pulse of overseas markets, but this seems scarcely an adequate reason for disregarding completely the needs of a minority of buyers in the home market.

Two further points occur to me under the heading "fresh air." Why have our manufacturers almost without exception abandoned the louvred top window, which, apart from giving fresh air without rain, proved a simple and efficient de-misting device. Again, are opening screens to be taboo for ever? They give us still more fresh air on the hottest days, plus great assistance on the foggiest nights.

All most retrograde, my critics will say, but that I think depends upon whether one's car has to earn its own keep, as well as part of its owner's, and also whether one's views are coloured by experience, or the constant perusal of glibly worded publicity for modern styling. G. L. CANTE.

Ewell, Surrey.

MOTORING "LITERATURE"

Collectors, Forward Please

[65158.]—I am a fourteen-year-old boy and am looking for a pen pal and fellow "literature" collector with whom to correspond.

My hobby is collecting all types of literature on foreign and domestic automobiles. CHARLES HARRIS.

Milwaukee, U.S.A.

[Letters will be forwarded.—ED.]

INSTRUCTION BOOKS

Photographic Copies Available for 3- and 4½-litre Bentleys

[65159.]—It was shortly before V.J. Day that I first became the owner of a vintage Bentley; at present I am running my second specimen of that breed.

Throughout the years from that time I have failed to find anyone, even among some quite well-known vintage dealers, possessing a Bentley handbook; but recently I was more fortunate and was given one on loan for both the 3-litre (Blue and Red Labels) and the 4½-litre models.

Those of your readers who have read Mr. A. F. C. Hillstead's book, *Those Bentley Days*, will remember that the 3-litre handbook was written by W. O. Bentley himself. As to be expected, the substance of the book is up to the usual standard of excellence. After hearing many different views it is good at last to have an authoritative guide on such points as tappet clearances, toe in, contact breaker setting, and so on.

To provide a copy of each book for my own use I had the originals photographed, and since then I have realized there may be past or present Bentley owners, or others interested in the *marque*, who would like to see one. For those who write to me I will try to lay this on.

R. E. KIRBY, W/Cdr., R.A.F.R.O.

Harrogate, Yorkshire.

[Letters will be forwarded.—ED.]

NIGHT PARKING

A System of Lighting

[65160.]—Your leader, "Night Parking" (*The Autocar*, September 4) prompts me to tell you of a system I used on my car, which perforce had to be parked in the street every night.

I connected in series three torch bulbs, each of the same current rating, and a small variable resistor. The resistor was of the type sold as ex-R.A.F. dimmers.

Two of the bulbs were hung on small wire hooks, one at each side of the screen top, and the third, covered with red Cellophane, in the rear window. The leads were plugged into the inspection lamp sockets and the resistor adjusted in the presence of the local constable to give satisfactory illumination.

The rating of the bulbs was 0.3 amp, and the resistor, making up the voltage difference, reduced this current to the order of 0.2 amp.

It will be seen that if any single bulb fails, the other two will also go out, but by running them a little more dim than normal, hence the resistor adjustment, I experienced no trouble over about a year. G. R. B. WILSON.

Whitehaven, Cumberland.

SENSIBLE

Thoughts on a Most Interesting Design

[65161.]—At last we find a firm with the courage to tackle the task of designing the really sensible car for which family motorists and motor mechanics have waited so long (*The Autocar*, August 28). The proof of the pudding will, no doubt, be in the Road Tests; first-hand reports on the Dyna Panhard 54 should make very interesting reading.

A few misgivings assail me. Will the light alloys employed throughout resist the corrosive action of salt-laden coastal air any better than the bonderized steel currently used for family cars, once the outer finish has been penetrated? Am I mistaken in believing I would feel safer protected by a steel roof, in an over-

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CORRESPONDENCE . . . . . continued

turned car, than by one millimetre of aluminium sheeting?

I feel, too, that those six bolts at the front end are going to have to withstand some pretty high shearing stresses. Apparently, no effort has been made to relieve them of anything but tensile stresses by letting the cross-member flanges into the side members of the centre section and so transferring shear loads directly through the flanges, using the bolts merely for location.

The same shortcoming seems to apply to the four bolts securing the rear assembly to the rear cross-member. With regard to the rear axle assembly, is there any reason why, with a little more ingenuity, the rigid open-V axle could not be replaced by two radius rods, freely pivoted at each end, so that a completely independent suspension for each rear wheel resulted?

The existing triangulation of the cross-member, axle and torsion-bar trailing link would be retained (in plan form), and any possibility of deviation in track width introduced by the modification could surely be overcome by fitting a modified Panhard rod between the stub-axle mountings?

It struck me, too, that all or part of the hollow centre section of the "chassis" could be utilized for fuel storage, to help weight distribution and to give even better luggage space at the rear.

Any weaknesses in the design will, of course, show themselves in due course. When are we likely to see an improvement on this valiant effort become normal practice in this country?

Banchory, Kincardineshire. W. A. HENNING.

IDEAL

Find a Good Cabriolet and Copy It

[65162.]—I found John Davey's article, "Out in the Open" (*The Autocar*, September 4) most interesting. As a former owner of a B.M.W. of the type described, and as a frequent passenger for several years in a Mercedes-Benz with a similar cabriolet body, I contend that, when properly designed and built, it was quite ideal. The author of the article might justifiably have been more enthusiastic, minimizing the alleged disadvantages which never were of any practical significance.

This typically German four-light design ensured that the owner-driver enjoyed the best of both worlds—quilted comfort, wholly free from all the miseries of resonance under a tin roof, and an open car whose lightly framed windows never rattled when up. And, as important as anything else, the transition from one position to the other was delightfully easy. The *de ville* position of the English type is quite superfluous, a wholly unnecessary complication.

Unfortunately I parted with my B.M.W. long ago, and I have never ceased hoping that I might one day be able to buy its like; but our manufacturers have long forgotten what it means to have to sell to live, and are content to repeat the many mistakes that they and their fellows have made for so long. There is no difficulty about designing a good cabriolet—it has already been done, and all that is necessary is to secure a good example and to copy it. C. WILSON.

London, W.2.

EMERGENCY STOPS

Keep the Clutch Engaged

[65163.]—Mr. G. Fletcher [65115] is correct in braking with the clutch in engagement until the last moment.

Many years ago I was taught to drive a heavy vehicle by the old London General Omnibus Company in the days of narrow, smooth, solid tyres and highly cambered streets often slippery with slime.

The instructor told me that, if I watched a bus driven by a skilled driver drawing in to a stop in slippery conditions, I would see that it came in and slowed without fault or skid and, if I looked closely, I would observe the back wheels lock and the bus slide a very few inches at the last moment.

This, he explained, was because the clutch was left in engagement when the brakes were applied so that the wheels could not stop revolving, and that whilst they continued revolving they would not slip or slide. They did so at the last moment when the driver pushed out the clutch just in time to prevent the engine from stopping.

I was taught to use the hand brake only for all routine slowing and stopping so that the foot brake always remained in tip-top condition for the real emergency if and when it came.

The emergency stop was made by applying hand and foot brake simultaneously with all the force one could muster, leaving the clutch in until within, say, a foot of stopping. The engine was always set to idle strongly, so there was no danger of locking the back wheels and stopping the engine before the vehicle came to a standstill.

The extreme conditions of smooth tyres and slippery streets are not as common now, but it is still a fact that the maximum braking effect is lost once the wheels cease revolving and the tyres slide on the road surface. H. P. HUMPHREY.

Fleet, Hampshire.

DELAYED

Was Inefficiency the Cause?

[65164.]—I was most interested in Mr. D. K. Mortimer's letter [65095] and relieved to know that I am not alone in refusing to submit silently to unreliable but expensive travel organizations.

I, too, suffered delay in both directions on the Eastleigh-Maupertus route with the same air ferry service to France. My outward flight was an hour late; they were one plane short owing, I am told, to a fault. I was also told they were operating only a two-hourly service that day—contrary to the published schedule. This statement has since been denied.

On the afternoon of my return in early July three flights, for which there were passengers, failed to leave France. At 3 p.m., 5 p.m. and 6 p.m. there was no plane on the airfield. The reason given by the traffic officer was lack of passengers coming from England, a very frank statement, since denied also. In answer to my written protest to the company I was told, five weeks later, that the weather was the cause. At 3 p.m., and again at 5 p.m. when I should have left, it was good in France; at 6 p.m. when a plane left England visibility was very bad and at 6.30, when it finally landed to fetch us, it was poor. In England it was good all the afternoon.

I had formed the opinion—before being told—that lack of travellers had some bearing on the delays. But Mr. Mortimer seems to have had the same experiences for quite different reasons and I can only agree that it was inefficiency, and, in future, choose a more reliable method of transport.

London, N.W.8. MARTINE HILTON, B.E.M.

UP AND DOWN

Another Indicator Variation

[65165.]—I has occurred to me that probably the most easily noticeable direction indicator would be the semaphore type arranged to rise and return and repeat the process until the actuating control returned to its "off" position.

Woodbridge, Suffolk. R. S. SCHREIBER (MAJOR).

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NIGHT NAVIGATION

WANDERINGS IN WALES BY ORDNANCE SURVEY: ONLY HALF OF A BIG ENTRY FINISHES WITHIN TIME

Near the Penybont control—one of the Jaguars, with a feminine crew, Mrs. Richardson and Mrs. Croft.

decides LONDON RALLY

IT might be claimed with some justification by its sponsors, the London M.C., that the London rally is about the most arduous of British rallies. Competitors started from London, Birmingham and Leeds on the morning of Friday, September 11, and converged on Wales for a busy night. The big entry of 340 was only slightly reduced by non-starters to 313. At the finish at Croydon on Saturday afternoon, only 142 arrived within the final time limit, with J. H. Ray and his Morgan repeating his last year's victory to carry off the premier award.

Nocturnal navigation had been the hardest part of the rally. Competitors were split up into three batches in Wales, and sent off on three clover-leaf loops based on controls in the Llandrindod Wells, Penybont and Rhayader districts. One loop was the "scenic" one; another the southern navigation loop; and the third, a northern navigation loop. The driving tests were also held in darkness, and although they were straightforward, consisting of the usual starts, reverses, sharp turns and stops at the line, very few of the cars seemed to have the necessary powerful and widespread lamps at the rear.

Moorland Twists

Those who tackled the scenic loop in the early evening had the best chance of seeing the scenery, and found themselves climbing up over the moorland to the Elan Valley, catching a glimpse of the northern end of the Craig-goch reservoir which provides Birmingham with its water supply. The road is narrow, with many twists and turns, and in places it is somewhat pot-holed. Clouds of dust swirled up in places, and the entry wisely stretched out a bit to avoid the worst of the dust.

At Cwm Ystwyth the road improved as far as surface was concerned, but continued to "twist in three dimensions, not two," said one wit, as it swung south through Yspytty Ystwyth and Tregaron. A mile of main road rested drivers, but at a sharp turn over a bridge, which caught more than one driver napping, the main road was kept along B4342 for Llangeitho, Talsarn, towards Newquay as far as Llanarth, then southwards to the Synod control whence B4338 was followed in its many windings to Llanbyther, and so on.

For each of the two night navigation sections, every car was given a large-scale ordnance survey map by the marshals, and crept off slowly in earnest scrutiny and debate, the attempts of the navigators in open cars to manage the large sheets without losing them astern being something to see! They must have envied those in the saloons who had their special lighting, panel magnifying glasses, racks of sharpened pencils and average calculators. But the most useful fitting of all, a compass, seemed to be quite a rarity. One mountain track is much like another, its best identification being the way it is pointing. Although only good-surfaced tracks were used, and no instance of damage from rough ground to any car was observed, the Welsh hills have a most ample network of little, anonymous roads.

The winner's navigator and driver, knowing there were to be no "chassis crackers" on the route, followed the principle of stopping and turning back automatically when they came to very rough going, which saved them from the fate of those who blindly pressed on after an error and finished up, with too much time lost to be in the running, waiting for daylight in remote places hitherto visited only by mountain goats.

The weather at night was clear, although in its first half cloud hid the stars, and from one lonely eminence, the local Everest, to which a reporting car had mistakenly penetrated, a large section of the route was marked out by head lights in dashes: individual dashes could be seen wandering off on their own, then reversing and retracing. A small searchlight

Mary Griswold, daughter of General F. J. Griswold, commanding general of the U.S.A.A.F. in Britain, with her co-driver, R. B. Armstrong.

playing on a cloud proved to be the Hundred House control, where the officials had helpfully marked themselves out in this manner.

In spite of the great number of cars running about Wales, their splitting into sections on routes which did not overlap, also nighttime and head lights, ensured that even the lost ones who were steaming against the tide did not have collisions, But some drivers had mishaps. L. M. D. Janke's Morris Minor saloon became somewhat crumpled owing to the driver's attention being diverted at a sharp bend, so that the car took a flying leap over a road, somersaulting and pushing in its roof, and landing 12ft lower than the road it left; the occupants were uninjured. R. F. Ruggles' Austin slid on a loose surface and was very seriously damaged when it struck the stone parapet of a bridge, the front end being much crumpled. But in this case also, the crew were not injured. There were other mishaps, involving scarred bodywork (which involved a marks penalty), but nothing serious. Among the sprinkling of transatlantic competitors was young Miss Mary Griswold, daughter of General F. J. Griswold, commander of the U.S.A.A.F. in Britain, with her co-driver R. B. Armstrong in a Vauxhall Velox. The General himself is a keen sportsman and connoisseur of cars, and was a steward of the rally, with Sidney Allard, Colonel F. S. Barnes and W. A. McKenzie. Godfrey and Nina Imhof were clerk of the course—and what a course—and secretary of the rally respectively; Freddie Ridout was chief marshal.

Undoubtedly many of the delays on the map-reading sections came from over-eager drivers not giving their navigators proper time for route finding; had they proceeded more slowly they would have lost less time. A good deal of mutual recrimination was going on in dark corners, and when one navigator could not be found at the control at Llandrindod his driver was eyed with much suspicion by the officials. . . .

J. Risk and R. Marten (Ford) navigated their way to a river bridge shown on the map—to find that it had massive piers but a top for pedestrians and sheep only.

When the cars reached Llandrindod Wells and the *parc fermé*, only half the entry were still within the maximum permitted lateness allowance. As one navigator put it: "I'm a Bartholomew and Michelin man myself—only hikers understand these Ordinary Surveys." The position on restarting from Llandrindod, where there had been any-hour breakfasts at the hotel and a compulsory rest period, was that last year's winner, J. H. Ray, was in a fair way to repeat his success on his Morgan Plus Four, having lost only 3

A check-over for the Hillman of J. Trigg and Mrs. N. Trigg at the Kidderminster control. Behind is a Morgan Plus Four driven by D. Howard and B. Jepson.

Left: Evening in the Elan valley: the Citroen Six driven by S. C. Norman and B. S. Bridges cruises round a hillside bend of the rough and narrow track.

L. M. D. Janke's Morris Minor, with the roof bashed down and no windscreen, arrived at Llandrindod under its own power, with the crew practically intact. The door was carried on the rear seat.

LONDON RALLY . . . . . continued

marks. Next came R. P. N. Stark's 2,275 c.c. Vauxhall with 17 marks lost, W. A. Scott Brown's 1,476 c.c. M.G. (18 marks), A. H. Greig's 1,300 M.G. (29 marks), J. T. Spare's Morgan (30 marks), D. H. Perring's Sunbeam-Talbot and I. L. Watkin's similar car, both having lost 38 marks.

The trip to the finish at Croydon (where results were announced *before* the last laggards were in) was over main roads, and the schedule, which included an hour lunch stop, was not exacting. So this final leg of the rally did little to modify the positions established by the night's carryings-on in Wales. The first chapter of the rally, too, the approach by main roads from the three starting points, had also been easy and uneventful. Some London crews had been unwise in not avoiding summer bottle-necks, putting themselves behind schedule, but wild driving was not observed. There were, anyway, secret checks which made impossible a too high average speed after a hold-up.

From the Birmingham starting control at the Parson and Clark Hotel on A452 competitors could choose their own route to Kidderminster provided that they passed through Eynsham, near Oxford. At the Kidderminster control all was quiet; competitors had had only the normal traffic to contend with and if time had been lost there had been no difficulty in making it up again and regaining schedule. Although faced with more potential hold-up points on their south-westwards journey than the Londoners, the starters from Leeds seemed to have been wilier in avoiding them.

The entry was a big one (though only 142 finished within their time limits), the most important parts of the rally were nocturnal and deliberately calculated to cause chaos, yet it all went very well; the organization was most detailed and a huge body of competent officials had been got together and competently briefed; there had been fun and adventures without inconvenience to the public; and competitors, though often at daggers-drawn with their partners, praised the management. One potential grief, the doubt about what *is* a "standard fitting," had been avoided by full detail in the regulations. But a note for next year: this rally is no procession—one must drive and navigate in the first class to do any good.

RESULTS

Wick Challenge Trophy: Morgan Plus Four (J. H. Ray and J. C. Dixon)). **Nor'Wester Challenge Trophy:** Vauxhall Velox (R. P. N. Stark and J. A. Ambrose). **Juniper Trophy ("Specials")** and **Lundain trophy:** M.G. 1,476 c.c. (W. A. Scott-Brown and M. Hinton). **Dent Trophy:** M.G. 1,250 c.c. (A. S. Lusty and J. Shelton). **Raymond Way Trophy:** Jowett Javelin (B. D. S. Gini and H. W. Underhill).

Class Trophies (class winners not winning a main award): Frazer-Nash (J. C. Broadhead and P. Reece). **Ford Prefect** (R. E. Stokes and E. Tobitt). **Coupe des Dames:** Jaguar (Mrs. A. Hall and Miss M. Hopkinson). **Committee Trophy** (runner-up for Wick trophy): Morgan Plus Four (Dr. J. T. Spare and R. C. Wingfield). **Members' Trophy:** M.G. 1,300 c.c. (A. H. Greig and D. M. Mann). **Team prize:** M.G. (T. A. M. Pigott), Lancia (J. T. Bremner), M.G. (A. H. Greig and D. M. Mann).

North Point Navigator's award: J. C. Dixon, (Wick trophy winner's navigator). **Mixed Crew cup:** Sunbeam-Talbot (K. W. Monk and P. H. Dunstone). **Novices' awards, class winners:** M.G. (C. R. Cowlin and D. H. Crawford), Jowett (T. A. G. Wright and P. A. Gundry-White), Sunbeam-Talbot (R. Cockle and R. C. Foyster), Austin 1,200 c.c. (B. Day and R. Mellor), Citroen 1,911 c.c. (L. R. Crawley and E. T. Jamieson), Sunbeam-Talbot (K. W. Monk and P. H. Dunstone), Morris 918 c.c. sp. (F. Defty and W. Caseon).

TOUR DE FRANCE

OSCA TAKES MAIN AWARD IN ARDUOUS FRENCH EVENT: HEAVY RETIREMENT LIST IN TOUGH RALLY

THE gallant 3-litre Gordini of Behra and Barraquet was eventually relegated to second place after leading the Tour de France for most of the way. The ultimate winner was an Osca driven by Peron and Bertramier. The arduous course included such hazards as the Col du Telegraphe, 47 laps of a promenade circuit, a timed climb of the Pyrenean Col de Peyresourde, 3,500 miles of exacting driving, and nine special tests *en route* for good measure.

Perhaps the most disappointing feature was the complete lack of British entries, although a Type C Jaguar, driven by Simone and Roboly, started off well only to drop out in the early stages after an unfortunate accident.

Thirty-six Retire

Throughout the entire rally the weather was kind, if blistering heat can be so described. The contrast of scenery was so interesting that it must have been difficult for the competitors to concentrate on their driving and schedules—perhaps this had something to do with the high rate of retirements. Frontiers were crossed and recrossed and mountain passes boomed the echoes of varied exhaust notes. Thirty-six cars had retired by the end of the second stage of approximately 1 000 miles, leaving slightly less than two-thirds of the total entry still running.

A sixty-mile race on the Promenade des Anglais was the last obstacle of this gruelling event and it is easy to imagine the relieved drivers steering their cars into the *parc fermé* for the last time. It would perhaps be wrong to say that they were relieved, because it seems that the *Tour* was still sport, however cruel it may have been to humans and machines alike.

A fully illustrated report of this event will appear in *The Autocar* of September 25.

It must be said that Peron and Bertramier deserved their victory. To win a rally like this is no mean achievement, and it is a great pity that some of Britain's ace rallyists did not enter.

RESULTS

General Classification, Sports

1. Osca 1,092 (Peron and Bertramier).
2. Gordini 2,892 (Behra and Barraquet).
3. Gordini 2,473 (Lucas and Crespin).

General Classification, Touring

1. Renault 748 (Condrillier and Daniel).
2. Renault 746 (Redele and Moser).
3. Alfa Romeo 1,884 (Dubonnet and Mlle. Dubonnet).

Dubonnet Trophy: Gordini 2 892 (Behra and Barraquet).

Class Winners: Sports, up to 750 c.c.: Panhard 745 (Plantivaux and Rougier). **1,100 c.c.:** Osca 1,092 (Peron and Bertramier). **2,000 c.c.:** Ferrari 1,995 (Dumay and Gosse). **Over 2,000 c.c.:** Gordini 2,892 (Behra and Barraquet).

Touring, up to 1,100 c.c.: Simca 1,089 (Viazzi and Piot). **1,500 c.c.:** Peugeot 1,290 (Guiraud and Pilliat). **2,000 c.c.:** Alfa Romeo 1,884 (Dubonnet and Mlle. Dubonnet). **3,000 c.c.:** Citroen (Ortega and Rebout). **Over 3,000 c.c.:** Jaguar 3,442 (Novelli and Guido).

Peron (right) and Bertramier (left) being congratulated by the president of the A.C. de Nice et Provence after the victory of their Osca in the third Tour de France Automobile.

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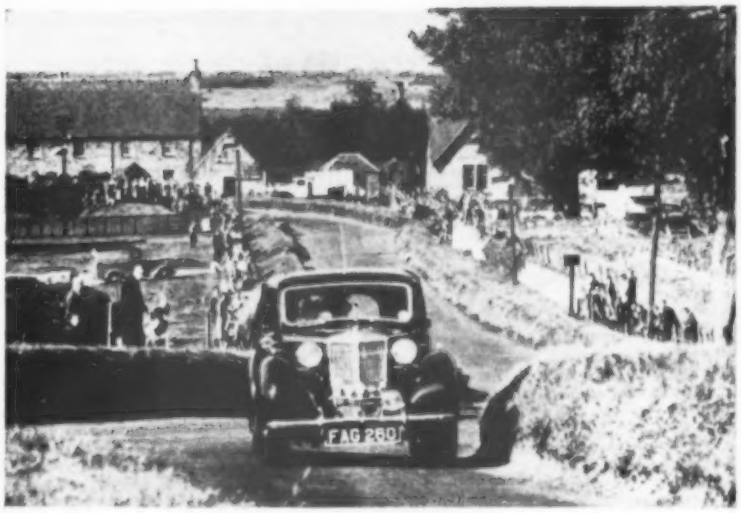
Miss Agnes Balfour driving her 1½ M.G. saloon through the snake at Bo'ness last Saturday. A fair crowd and excellent weather attended and saw an enjoyable day's sport



SUPERLATIVES are apt to become tiresome, but if ever a race deserved them that race was last Sunday's Italian Grand Prix. The public address announcer became hoarse and gave up trying quite early in the race, and from then on there were long periods of silence from the loudspeakers; but nobody noticed that, and I certainly sympathized with the announcer—the race left one breathless from thrilling start to incredible finish. It was good to see Fangio and Maserati pull it off at last, much as one's heart bled for the unfortunate Ascari; after all, the latter is 1953 world champion, anyway. Fangio deserved his success for a really terrific effort with what is definitely a trickier car to handle, especially as he had burst a tyre and spun off the road during the last few minutes of the last practice period, which must have been somewhat unnerving.

THE SPORT . . . . . By J. A. Cooper

ITALIAN G.P. ● CRYSTAL PALACE ● PRESCOTT

The new Ferraris, one of which was illustrated last week on this page, are very interesting, with a multi-tube chassis frame. The engine is still a four-cylinder but new throughout, with no detachable head and the valves at a much wider angle than previously (over ninety degrees). Twin magnetos and two plugs per cylinder are still employed. The four-speed gear box is in unit with and underneath the final drive casing, with quick-change spur gears at the rear; the de Dion tube now runs above and forward of the final drive unit. The brakes are outboard, as before; the suspension by transverse leaf springs, assisted at the front by a large rubber buffer to give a rising rate, and the steering arms are now behind the front axle centre, with a centrally mounted steering box and divided track rod. Incidentally, all the works Ferraris had monobloc construction (no detachable heads) for this race, new blocks having been fitted to the earlier cars with, however, still the same 60-degree valve angle. The new engine, suitably enlarged, will be the 2½-litre unit for next season; in spite of Ferrari's officially announced withdrawal from racing, it would not really surprise me to see the new cars running next year with much the same personnel behind them, whoever the official entrant may be.

THE Crystal Palace race meeting tomorrow, organized by the Half-Litre Club, should be excellent, with races for sports cars and formula 2 and formula 3 racing cars. Among the formula 2 entries are the Cooper-Bristols of Wharton, Gerard, Nuckey, Ecclestone and Gould; two Connaughts, one works-entered and the other driven by Rolt; and the Cooper-Altas of Crook and Moss. The last-named has really got his car going at last; with the S.U. fuel injection equipment and special fuel, this car was definitely as fast on the straight at Monza as any Ferrari, although the roadholding on fast bends, and also the braking, were not so good as those of the Italian marque. From this it would seem that the engine must now be developing a genuine 180 b.h.p.

All the formula 3 stars will be there, too —Parker, Leston, Moss, Bicknell, Gerard, and so on—while among the sports car entries are the Osca of American driver Bob Said, Cliff Davis' Cooper-M.G. and Tojeiro, the Frazer-Nashes of Wharton and Mitchell, and the Cooper-Bristols of Alan Brown and Crook.

Then, on Sunday, comes the big Prescott hill-climb meeting of the Bugatti O.C., with a magnificent entry of both sports and racing cars. Ken Wharton, record holder, will have a Kieft 500, his supercharged Cooper and E.R.A., and also a works-entered Frazer-Nash; Stirling Moss will drive a 500 c.c. Cooper-Norton, a 1,100 c.c. Cooper-J.A.P., and the Cooper-Alta; Rob Walker's Connaught will be driven by Rolt and Peter Walker, the latter also driving a works-entered Jaguar XK120C. Dennis Poore in a DB3S Aston Martin and Abecassis in the H.W.M.-Jaguar will add to the sports car battle—in all, there are over 120 entries of a very high standard, a further 90 having had to be refused. Then, also this week-end, are the Midland A.C. *Birmingham Post* rally and the race meetings (at Silverstone and Charterhall) of the Peterborough M.C. and the Winfield Joint Committee. In Italy the Modena G.P. takes place on Sunday, but quite what the entry will comprise is not plain at present; the works Connaught team, however, will be there.

THE Scottish Sporting Car Club's September meeting at Bo'ness has an atmosphere all of its own. Freed from the frantic struggle induced by international competition—so conspicuous at the June hill-climb—competitors mingle freely and exchange reminiscences in the paddock and there is a general air of relaxation all around. Perhaps it is because of the lack of tension that there are often more class records broken at this meeting than at the earlier one, and the standard of driving seems very much higher.

Last Saturday's meeting was no exception and under summer skies seven class records went by the board with Ninian Sanderson contributing two grand climbs in his Staride—the second being the day's fastest—and showing a remarkable economy of line in the Snake that was a lesson to Peter Gordon, whose eccentricities in a Cooper were inclined to be breathtaking at times.

Mrs. Doreen Fielding won the Ladies Award in her husband's H.W.M., making two remarkably neat climbs in 41.5 and 41.6 seconds, respectively. Her consistent and tidy driving is worthy of particular mention in view of the cool handling of the H.W.M. in her second climb when she was the victim of the only false start of the day. Jimmy Gibbon, in his Rover special, set up a fresh record for unblown sports cars of 2,001 to 3,000 c.c.; he eclipsed Bob Dickson's time in a DB3 Aston Martin.

Spectacular driving by Peter Hughes in both his Tojeiro and his Allard saw him with one class win and one record to his credit at the day's end. And very worthy performances they were. Adding to an excellent day's sport was a three-cornered struggle between Norman Lithgow (H.R.G.), Harry Ballantine (Riley) and Ian Jeffrey (H.R.G.) in which the tidy driving of Jeffrey triumphed and resulted in the breaking of his own record for production cars of 1,101 to 1,500 c.c.

C. P. HAZLEHURST and his Kieft were more unlucky in the T.T. at Dundrod than was originally realized. He was reported to have hit the bank just

THE SPORT . . . . . continued

above Quarry so hard that a wheel was torn off. I understand now that it was the wheel coming off as the result of a broken half shaft which caused the crash. It was particularly bad luck, as the car was lying second to the class-leading Frazer-Nash of Ken Wharton at that stage. The car certainly hit the bank a wallop, and Hazlehurst had a fortunate escape.

IT was interesting to see an Austin-Healey Hundred in action at the members' Goodwood meeting last Saturday, for it is not often that a potent new production car comes along so soon at this type of meeting. It is a pity, of course, that, like the DB2 Aston Martin, it has a 2.6-litre engine which puts it at some disadvantage in the 3-litre class; but there is no doubt that it will go very fast. In the hands of D. S. Shale it was well worth watching round the *chicane*, too.

In one appearance it was matched evenly on handicap with the XK120 of J. A. Keeling, and the fast Healey of D. Hely was given a 17 sec advantage over it. Shale spun off the road on the last lap while lying fourth, which was a pity—but the car's performance showed, at least, that the model will not disgrace itself on the circuits.

ONCE or twice during the past season, competitors in rallies and trials have complained of instances where, by their own reckoning, their time through some particular section was spot on, and yet in the published results they were quite a bit out. It is, of course, just as possible for the competitor himself to make an error as it is for the timekeepers, but the competitor may be taking a great deal more trouble over his own timing.

Inevitably, with the increase in popularity of these events, the need for timekeepers has become much greater. Their task is a very important one; it is obvious that if a competitor is doing all he knows to maintain a very high standard of timekeeping, he must be working to a yardstick that is not just "near enough" but absolutely accurate.

The executive of the British Trials Drivers Association has been concerned for some time with the irregularities and possibilities for error that have become apparent in the methods of timekeeping. Not the least open to criticism is the method whereby the starter drops a flag or handkerchief and the timekeeper, many yards away, attempts to time competitors to a tenth of a second. Variation in methods of warning drivers when the flag is about to fall causes false starts and general confusion. In addition there is the questionable accuracy of some stopwatches.

In an attempt to reduce the chances of inaccuracy, the B.T.D.A. has produced drawings of a circuit diagram showing the simple and cheap construction of an electric starting apparatus. It is felt that enthusiastic clubs could easily and quickly equip themselves with several sets of this outfit. The complete electric timing apparatus, where the competitor himself effects the starting of the time cycle either by light ray or slipper, is of course the most dependable method, though it is expensive. With the co-operation of the manufacturers, W. E. Burnand, of Sheffield, the B.T.D.A. has arranged that such an apparatus may be hired for an event at a fee of £3 3s including a watch, carriage to be paid by the hirer.

In the absence of these methods, the B.T.D.A. strongly recommends that the start and finish lines should be one and the same and that the timekeeper operates a starting and finishing signal by word of mouth or flag, but at all costs avoiding the "Three-two-one-go!" method which causes false starts, penalties and confusion.

FINANCED by the three big motor racing clubs of Natal, a new road racing circuit—called the Roy Hesketh circuit—is being built in South Africa. The constructors have an eye on the future, for it is being designed in sections, so that a variety of circuits may be used when finance and opportunity permit within the same plan. The land, rented from the Pietermaritzburg corporation, covers 250 acres, and is controlled by the newly formed Natal Motor Sport Union under the R.A.C. of South Africa. There is plenty of breathing space; spectators will have ample accommodation and —above all other things—easy access.

The first section of this project was started in July this year. The first meeting is scheduled for Christmas, 1953, the second for January, 1954. Roy Hesketh, the man after whom this venue is named, was admired greatly in South Africa for his sportsmanship; he raced cars, motor cycles and yachts, and was killed while flying during the war.

This news from South Africa, coincides with that of the alteration of their national racing colours. Hitherto, South African racing cars have been run in British racing green; now they have their own uniform—a gold body with green engine cover. This has been approved by the F.I.A. in Paris.

THE Half-Litre Car Club has announced that the provisional results provided at the conclusion of the race meeting at Silverstone on August 22 have since been amended. In *The Autocar* report of this meeting which appeared in the issue of August 28 the results should have read as follows: Race 3: 1, Smith 500 (K. W. Smith) 1h 30m 44s, 66.99 m.p.h.; 2, J.B.S. (A. Moore); 3, Bueb Arnott (I. Bueb); 4, Cooper (J. Russell). In race 4 the results should have credited the Cooper of G. H. Symonds with second place and the Cooper of R. K. Tyrrell with third place instead of vice versa.

COMING SHORTLY

SEPTEMBER 18-19.—Midland A.C. *The Birmingham Post* Motor Rally, Civic Centre, Birmingham, 10 p.m.
19.—Half-Litre C.C. Race meeting, Crystal Palace Circuit, London, 2 p.m.
19.—Peterborough M.C. Race meeting, Silverstone, Northamptonshire.
19-20.—Mid-Surrey A.C. "200" Rally, starting Brighton, Gosport and Ewell, 5 p.m.
20.—Modena G.P., Italy.
20.—Bugatti O.C. Speed hill-climb, Prescott, near Cheltenham, Gloucestershire, 10.15 a.m.
20.—Sunbeam Register. Driving Test meeting, Royal Military Academy, Sandhurst, Berkshire.
20.—Liverpool M.C. Horsman Trophy driving competition.
20.—Winfield J.C. Race meeting, Charterhall, Berwickshire, 1.30 p.m.
20.—West Essex C.C. Essex Rally, Royal Oak Hotel, High Beech, Essex, 8.30 a.m
20.—Surrey Sporting M.C. Sprint meeting, Brands Hatch near Farningham, Kent, 2.30 p.m.
20.—Wolverhampton and S. Staffs C.C. Autumn trial, Plough Inn, Claverley, Shropshire, 2.30 p.m.
20.—Incorporated Auctioneers C.C. Touring Assembly, The Fantail, Locks Bottom, Farnborough, Kent, 11.15 a.m.
26.—B.A.R.C. International race meeting, Goodwood, near Chichester, Sussex, 2 p.m.
26.—County C.C. (Derbyshire). Driving Test meeting, Burnaston Airport, near Derby.
26-27.—Lancashire and Cheshire C.C. Lakeland Rally.
26-27.—East Anglian M.C. Clacton Rally, Snetterton, near Thetford, Norfolk, 4.30 p.m.
27.—Wolseley Hornet Special Club. Rally and driving tests, Stoney Cross Aerodrome, near Ringwood, Hampshire, 11 a.m.
27.—Singer O.C. Road Navigation Rally, Wee Waif Roadhouse, near Reading, Berkshire
27.—750 M.C., U.H.U.L.M.C., Hants and Berks M.C. Rushmoor sprint meeting, off Fleet-Aldershot road, Hampshire, 2 p.m.
27.—Alvis O.C., Alvis and Lea-Francis Registers Driving tests, Whelpley Hill, near Bovingdon, Hertfordshire, 11 a.m.
27.—North London E.C.C. Point to Point, Whelpley Hill, near Bovingdon, Hertfordshire, 11 a.m.

CLUB NEWS

Wolseley Hornet Special Club.—Stoney Cross Aerodrome, near Ringwood, Hampshire, will be full of Wolseley Hornets on Sunday, September 27, for the club is holding a rally and driving tests. Start is at 11 a.m. There will be a series of timed gyrations, suitable for Hornets. All members are invited to compete. Regulations may be obtained from the honorary secretary of the club, J. L. McArthur, 3, The Bungalows, Hook Road, Ampfield, near Romsey, Hampshire. The club now has three main areas—London, midland and northern.

M.G. Car Club.—The Western Rally will be held on October 9 and 10, starting from London, Birmingham and Bristol during the Friday evening and ending with driving tests on Saturday afternoon at Burnham-on-Sea. The event is open to the following Clubs: B.A.R.C., London Motor Club, Vintage S.C.C., Bristol Motor Cycle Light Car Club, Cheltenham Motor Club, West Hants and Dorset C.C., Midland Automobile Club.

Regulations and entry forms can be obtained from the Club secretary or direct from A. Russell-Lowry at 7, Chapel Street, Liverpool, 2. Closing date, September 21. Entries limited to 150.

M.C.C.—Regulations are published already for the Autumn Trial, on October 10. This takes the place of the annual Sporting Trial. In changing its title the club has changed the character of this event. It is no longer a stiff trials type, but is more in the style of the Exeter and Land's End. The observed sections—some of them old favourites—are well within the capabilities of standard production cars. The route covers about 70 miles; start and finish are at the White Hart Hotel, Stow-on-the-Wold, Gloucestershire. All cars entered will run in one class together. Teams, of three cars

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Ron Flockhart, driving the works prototype DB3S Aston Martin, won the 3,000 c.c. class in the five-lap scratch race for sports cars at Snetterton, last Saturday, after spirited efforts to catch George Abecassis' H.W.M., winner of the over 3,000 c.c. class.

each, may be of one make only, or "mixed." (Entries close September 19; M.C.C., 76, Kinnerton Street, Knightsbridge, London, S.W.1.)

Lancashire and Cheshire C.C.—Entries for the Lakeland Rally, on September 26-7, are coming in very well. This rally, which is run over the lovely hills and dales of the Lake District, is the club's annual *pièce de résistance*. It is a difficult one for drivers and navigators, who will have little time to contemplate the wonderful scenery. Regulations and entry forms may be obtained from H. L. Trafford, secretary of the meeting, Woodlawn, Bentick Road, Altrincham, Cheshire.

Aston Martin O.C.—An evening natter has been arranged for all those who care to come along to the Anchor Hotel, Shepperton, Middlesex, from 7.30 onwards, tonight, September 18. For members in the N.E. and N.W. sections there is a meeting on Wednesday, September 30, at the Church Inn, Saddleworth, near Oldham, Lancashire, after 7.15 p.m. Supper will be served at 8 o'clock.

Eastern Counties M.C.—Winner of the driving tests at Debach Airfield, near Woodbridge, Suffolk, on Saturday, August 29, was H. J. Bone, in his Ford Spl. Class winners: **Touring class, up to 2,000 c.c.:** Hillman Minx (D. R. Burrell). **Over 2,000 c.c.:** Austin A.90 (D. J. Morley). **Sports cars, up to 2,000 c.c.:** 1, H. J. Bone; 2, Dellow s (A. E. Cleghorn). **Over 2,000 c.c.:** Dellow s (D. W. Watkin).

Middlesex County A.C.—To finish its season of outdoor events there will be a closing run on October 4, which starts from Regents Park outer circle, just south of Gloucester Gate, London. Necessary equipment is a street plan of London. The run finishes at the Hunter's Horn Restaurant, Mill Hill Circus, Watford Way, for tea.

This club now has a flourishing membership; honorary secretary is N. L. Alexander, Beechwood, Little Baddow, Essex.

500 Motor Racing Club of Ireland.—Last June the club bought a 500 c.c. Cooper racing car, which has been entered this season at Kirkistown and Craigantlet. During the winter months it will be available for the use of club members who want to practise for competitions next year. For this work, a slower and less expensive engine will be used in the car, so trainees can become accustomed to handling the Cooper before using it in full racing trim. A charge of 2s will be made for every lap of the circuit covered in this car. Kirkistown airfield will be used for this purpose.

Southern Jowett C.C.—The rally at Tewin, Hertfordshire, on Sunday, August 30, was made up of two driving tests, a timed road section, and a separate ladies' competition. The organizers found a relatively smooth grass field for the tests, with a steep slope along one side of it. Drivers had to drive along the straight, around a marker to the top of the slope, reverse half-way down the slope, forward to the top again, and then stop half-way downhill, to start again for a flying finish. Some very smart performances were made by E. Walsh (Javelin), in 1m 38.4s, Fitzpatrick (Morris Minor), 1m 39.2s, and R. Knight (Javelin), 1m 39.6s. The second test provided some excellent practice in manœuvrability—of both car and driver. First in this was E. Walsh, and second A. J. Cutter (Jowett Eight). Average speeds were set for the different classes in the 12-mile circular road section, and these had to be equalled as nearly as possible. J. Freeman (Javelin) was first, and E. Walsh second.

East Anglian M.C.—Entries for the fourth Clacton Rally close first post on Monday, September 21.

Stockport M.C.—As from September 29 the headquarters of this club will be at the Five Ways Hotel, Macclesfield Road, Hazel Grove, Stockport. The annual general meeting will be held on September 29 at this new address and it is proposed to hold a weekly club night at the hotel.

Thames Estuary A.C.—Thirty-eight entries left the Queen's Hotel, Westcliff-on-Sea, at one-minute intervals, starting at 10.31 a.m., for the Autumn Rally on September 6. The route covered a total distance of 154 miles; pre-lunch controls were at Danbury and Great Totham. A 90-minute break for lunch at the Woolpack Inn, Coggeshall, was followed by a run through the country lanes of North and West Essex which included three further controls. Three driving tests were held on the route and a fourth at the aerodrome at Southend.

RESULTS

Premier Award: Pelikan (A. E. H. Parsons). **Best open car:** T.C. M.G. (K. Sloman). **Best closed car:** Sunbeam-Talbot (K. W. Monk). **Novice's award:** T.A M.G. (A. Robinson). **Team award:** Pelikan (A. E. H. Parsons), T.C. M.G. (K. Sloman), Hillman Minx (P. S. R. Smith). **First-class awards:** Austin A.70 (P. J. Justessen). **Second-class awards:** Dellow (A. E. Tolman), P.A. M.G. (J. E. Phillips), Austin A.40 (D. Bernard), Sunbeam-Talbot (E. H. Holmes).

Wolverhampton and South Staffordshire C.C.—A trial containing a road section of approximately 60 miles, driving tests, time keeping and an examination of cars immediately on arrival at the final control, will be held on Sunday, September 20. Cars assemble for the start at the Plough Inn, Claverley, in Shropshire. The event finishes at the Crown Hotel, The Wergs, Tettenhall, where results will be announced and prizes presented.

Surrey Sporting M.C.—A closed speed event is being held at Brands Hatch on Sunday, September 20. There are eight classes catering for open or closed cars ranging from under 1,100 c.c. to above 3,001 c.c. The first event will start at 12.30 p.m. and scrutineering will start at 8.30 a.m., the latest time for signing on being 9.30 a.m. Practising will take place between 9 and 12 a.m.

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1948 HEALEY Station Wagon, excellent order £575
1947 HEALEY Sports 2 seater, green, good order £485
1933 ASTON MARTIN DB.II, 6,000 miles .. £2,350
1951 DAIMLER Special Sports coupe, maroon, radio, one owner £1,550
1947 DAIMLER 2½ litre saloon, black, red leather, excellent order £695
1952 ALVIS 3 litre Drop-head coupe, black, radio, heater, immaculate £1,325
1952 AUSTIN A.40 Sports coupe, blue, immaculate £695
1950 AUSTIN Princess saloon, black, radio, heater £1,150
1949 JAGUAR 2½ litre Mark V saloon, black, brown leather, as new £525
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IN BRIEF

A gift of £1,000 to the Nuffield nursing home appeal has been made by the Firestone Tyre and Rubber Co., Ltd.

A Regent service week will be held by Ashfield Motors, Ltd., 45, Alcester Road, Birmingham, 13, commencing on October 19. A Marfak service week will be held by J. T. Kessel and Sons, Ltd., Whitegate Garage, St. Dennis, Cornwall, from Monday, September 28, and a Regent service week will be held at Paterson Bros., The Garage, Symington, Ayrshire, from September 21. A Regent station training adviser will be present on both occasions.

On its record-breaking runs at Bonneville, Utah, U.S.A., the Austin-Healey Hundred used Dunlop tyres, Esso petrol and Castrol oil. The records are described elsewhere in this issue.

Towing brackets made by B. Dixon-Bate, Ltd., of Chester, are now available for the Armstrong Siddeley Sapphire, Austin A.30, Rover 75 and the Standard Vanguard Phase 11.

A special visit was made recently by the Mayor of Northampton to the Esso company's new depot at the Dallington Fields Estate, Northampton. This depot replaces the one established in the railway goods yard in 1891.

A new DG1 die grinding kit has been introduced by Wolf Electric Tools, Ltd. It comprises a Wolf DG1 grinder and spare brushes, mounted points, grinding wheels, felt bobs and arbors; and a steel case for the whole kit. Available as extras are many rotary files and milling cutters for use on non-ferrous metals.

The new Wolf die grinding kit mentioned in the accompanying paragraph.

Mr. J. Reginald Egerton, founder of Egertons (Ipswich), Ltd., recently celebrated his 80th birthday. He remains very active, and the occasion of his birthday was marked by a luncheon party given by the company's directors.

Mr. E. J. W. Morley, sales director of Sanderson and Holmes, Ltd., London Road, Derby, died recently while on holiday in France. He had been receiving medical treatment in this country, and his death followed an emergency operation performed while he was in France.

Mr. Charles Mortimer has now joined the firm of Richards and Carr, of 35, Kinnerton Street, London, S.W.1.

Dunlop tyres were used in the E.R.A. with which K. Wharton made fastest time of the day in the recent Shelsley Walsh international hill-climb meeting.

Standard service weeks will be held as follows: November 2, Central Garage (Trowbridge), Ltd., Fore Street, Trowbridge; November 9, A. J. Allen, Ltd., Bromley Road, Catford, London, S.E.6; November 16, Moores of Brighton, Ltd., Russell Square, Brighton; and November 30, Spikins (Twickenham), Ltd., Heath Road, Twickenham, Middlesex.

In the Tourist Trophy race, held recently in Ulster, K.L.G. sparking plugs were used in the Aston Martin cars which occupied four of the first six places, and in the Frazer-Nash cars which were first and second in the 2-litre class. The Frazer-Nash which won its class also, of course, took third place in the general classification.

Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 16724. 1937 Lanchester Fourteen Roadrider
"G.E.E."—All possible information and a handbook.

No. 16725. 1934 S.S.1
"I.E.W."—General information and a handbook.

No. 16726. 1937 Humber Twelve
"J.M.C."—All possible information and a handbook.

No. 16727. Armstrong Telescopic Dampers
"S.E.S."—Experiences when fitted to a 1938 Austin Ten Cambridge saloon.

No. 16728. 1932 Singer Nine
"K.J.P."—Any available data and a handbook.

No. 16729. 1933 2-litre Lagonda
"F.L.S."—Hints on tuning, performance and maintenance data, and a handbook.

No. 16730. 1935 Morris Twelve-Four
"A.E.J."—Performance and maintenance details; also a handbook.

No. 16731. Type 37 Bugatti
"B.G.W."—All possible information, and general reliability when used for club events. Handbook on loan.

No. 16732. 1932 Talbot 75
"J.C."—Hints on maintenance and a handbook

No. 16733. Lagonda Rapier
"E.C.P."—Maintenance hints and a handbook

No. 16734. Handbooks Required
"A.G.E."—1937 Morris Fourteen.
"J.B."—1935 Daimler Fifteen.
"J.W.B."—1937 1½-litre Riley Kestrel Sprite
"K.H.M."—1933 Morris Ten-Four.
"S.P.B."—1933 Series "Y" Ford Eight.
"W.G.C."—1939 Armstrong Siddeley Sixteen.
"G.C."—1937 Morris Ten.
"R.K.C."—1938 Flying Standard Ten workshop manual or handbook.
"K.S."—1936 Lagonda Rapier.
"T.W.J."—1934 Austin Seven workshop manual.
"V.L.F."—1932 12 h.p. Wolseley Hornet.
"P.J.B."—1936 Riley Fourteen workshop manual.
"D.P."—1936 Series II Morris Ten.
"M.R.P."—1936 10.8 h.p. Triumph Gloria Monte Carlo Special.

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MILLE MIGLIA 1, 2, 4, 5	SILVERSTONE DAILY EXPRESS MEETING International Trophy 1 Production Touring Cars 1, 2 and 2 class wins Production Sports Cars 1, 2, 3 and 2 class wins	ULSTER TROPHY RACE 1, 2, 4	DUTCH GRAND PRIX 1, 2, 4
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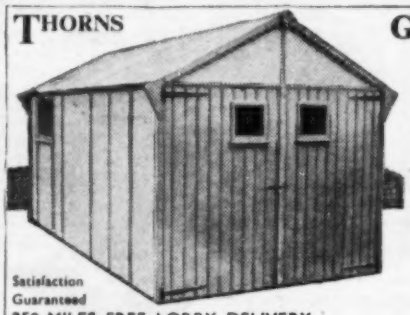

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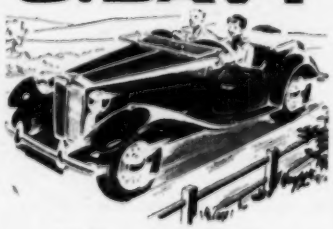

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Or hired 36 months inc. tax and ins.	£12	0	0
1939 **S.S. JAGUAR** Drop Head Coupe	£350	0	0
Or hired 36 months inc. tax and ins.	£15	4	6
1939 **MORRIS** 10 saloon	£295	0	0
Or hired 36 months inc. tax and ins.	£13	10	0
1938 **RAILTON** saloon	£295	0	0
Or hired 36 months inc. tax and ins.	£13	10	0
1937 **STANDARD** 9	£225	0	0
Or hired 36 months inc. tax and ins.	£10	16	9

30 cars in stock. H.P. and other hiring terms arranged.

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Tel.: COODEN 400

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LONDON, N.W.3

(Hampstead Tube)

HAMPSTEAD 6041 (10 lines)

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Most reliable cars come from...

TANKARD & SMITH

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LONDON'S CAR SPECIALISTS

Write or 'phone for complete price list of used cars

1946 **ROVER** 10 saloon	£495
1946 **AUSTIN** 8 saloon	£355
1947 **AUSTIN** 10 saloon	£395
1947 **LEA FRANCIS** saloon 14 h.p.	£775
1948 **STANDARD** 12 d/h coupe	£425
1949 **FORD** Anglia saloon	£375
1949 **WOLSELEY** 6/80 saloon	£575
1949 **AUSTIN** A.40 saloon	£495
1949 **MORRIS** Oxford saloon	£550
1950 **VAUXHALL** Wyvern saloon	£565
1951 **MORRIS** Minor e/c	£470
1951 **MORRIS** Oxford saloon	£595
1951 **VAUXHALL** Velox saloon	£595
1951 **TRIUMPH** Mayflower	£565
1952 **AUSTIN** A.70 Hereford	£775

Written guarantee with every car.

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Part exchanges and purchases.

194-198 KINGS RD. CHELSEA, S.W.3.

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37 YEARS OF SALES & SERVICE

Also at TOTTENHAM & PECKHAM

IF YOUR FIAT SHOULD EVER NEED REPAIRS spares are plentiful and keenly priced.

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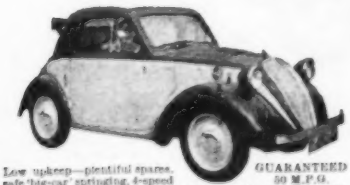

Low upkeep—plentiful spares. GUARANTEED safe 'big-car' springing, 4-speed 50 M.P.G. box. Smooth clutch. Precise steering (28' lock). Modern 'non-fading' lines. Reconditioned—3 months GUARANTEE. Skilled Mechanics.

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" see Classified Col. mns under F. st "

The Car Mart Ltd

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Established in the year 1907

ROLLS-ROYCE & BENTLEY CARS

for inspection and early delivery

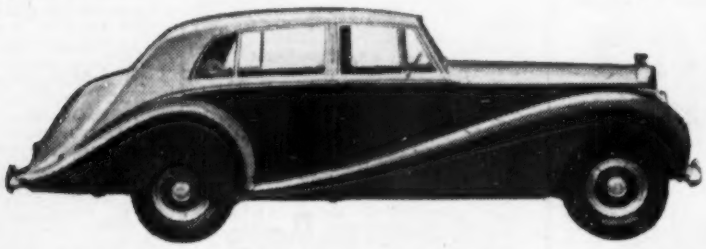
ROLLS-ROYCE "Silver Wraith" Long Wheel Base Chassis, fitted with seven-seater enclosed Drive Limousine by Park Ward Ltd. Electrically operated division, radiomobile radio, with special elbow control, heater. Finished in midnight blue, beige upholstery. Woodwork highly veneered walnut.

ROLLS-ROYCE "Silver Wraith" Chassis, fitted with Touring Limousine by H. J. Mulliner and Co. Ltd. Finished in black with tan hide upholstery, fawn cloth head-lining and carpets to tone. Woodwork highly veneered walnut.

ROLLS-ROYCE "Silver Wraith" Chassis, fitted with Touring Saloon by H. J. Mulliner & Co. Ltd. Finished in midnight blue with beige hide upholstery, carpets and head-lining to tone. Woodwork highly veneered walnut.

BENTLEY CHASSIS, fitted with 4-door specially designed Razor Edge Saloon Body by H. J. Mulliner & Co. Ltd. Re-designed luggage boot, affording increased accommodation and fitted with spring balanced boot lid, radiomobile radio, heater and petrol filler locks. Finished in dark green with gold waist lines, brown leather upholstery, brown carpets and fawn head-lining to tone. Woodwork highly veneered walnut.

BENTLEY CHASSIS, fitted with specially designed Light Weight All-Metal 4-door Saloon by H. J. Mulliner & Co. Ltd. Radiomobile radio, heater and petrol filler locks. Finished in shell grey metallichrome with red waist lines, red leather upholstery with red carpets and fawn head-lining to tone. Woodwork highly veneered walnut.



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on exhibition at –

Gloucester House, 150, Park Lane, London, W.1.

(Corner of Piccadilly) *Grosvenor 3434*

HEAD OFFICE :— 320, Euston Road, London, N.W.1.

The Autocar

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

A.C.

GUY SALMON AUTOMOBILES, offer:—

1937 A.C. 2-litre drop head coupe, in most outstanding condition for its year; this car must be seen and tried to be appreciated; £375.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

CASS'S MOTOR MART.—1939 A.C. 16/70 sports engine, sliding head foursome coupe, just reconditioned; written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

1953 Buckland tourer, used as demonstrator only, full guarantee, grey cellulose, blue leather, wireless, heater, etc.; £600 off list price.—Buckland Body Works, Ltd., Buntingford, Herts. Tel. B'ford 87. [8158

£885.—1951 (Sept.) A.C. 2-litre saloon, finished in birch grey with red leather, heater, twin pass lamps, screen washers, a really immaculate and most attractive example, one ownership, thoroughly recommended; written guarantee; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2003

A.C. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for A.C.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

A.C. saloon wanted by private owner, 1950 or newer, must be one owner and perfect, distance no object.—Ogden, Burtree House, Hutton Sessay, Thirsk. [8098

H. F. EDWARDS urgently require good A.C. for immediate cash; distance no object; details please to.—200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003

Alfa-Romeo Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alfa-Romeo.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Alfa-Romeo Spares and Service

THOMSON & TAYLOR (BROOKLANDS), Ltd., spares and service for all Alfa Romeo cars.—Brooklands Track, Weybridge. Byfleet 520. [0214/R

ALLARD

B. J. HUNTER, Ltd., offer:—

1951 Allard P saloon, carefully used, late property of well-known star; £675.

1949 Allard saloon, special 6-seater body, ideal for family man requiring a roomy car; £495.

1949 Allard drop head foursome coupe, really in superlative order throughout, definitely unmarked; £495.

1948 Allard drop head foursome coupe, recent complete overhaul; £425.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

BRADSTOCK MOTORS offer:—

£395.—1948 (September) Allard drop head coupe, attractively finished in grey and black, excellent condition throughout; terms, exchanges.—Chase Rd., Epsom. Tel. Epsom 635. [8674

RICHARDS & CARR, always best value.

1952 saloon, Fl, dark blue, one owner, 15,500 miles; £750.

1949 drop head coupe, just recellulosed, good tyres, second engine; £395.

1948 2-seater KI, smart, good example, many extras; £335.

35 Kinnerton St., London, S.W.1. Sloane 5424. [C5045

CAMDEN MOTORS for Allards.—Drop head foursome coupe, 1948, recommended for its outstanding performance and quite a nice car all round; £395.

CAMDEN MOTORS for Allards.—91P series saloon, 1951, with radio and heater, originally costing nearly £1,700 with extras, a very outstanding specimen offered at a fraction of its original cost at £595.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

GUY ALFREDS & Co. offer 1948 Allard sports 2-seater, magnificent appearance and mechanical order, 1952 condition.—6-7, Warren St., W.1. Euston 5268. [C1005

£495!!! Allard sports saloon, undoubtedly one of the finest at present in market, faultlessly maintained by titled owner since new, very late 1949, offered completely equipped with heater and radio; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

SALES & WANTS

Turn to page 110 for Advertisement Form

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MOTORISTS!

ACCOMMODATION—HOTELS, GUEST HOUSES, ETC. FOR BUSINESS OR PLEASURE

See page 109

Allard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Allard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

REALLY good second-hand Allard required.—Cobb, 50, Harley House, N.W.1. [W1096

J.2 or K.2 wanted for cash.—Tel. Valentine 2098 or 4674 after 6 p.m. [C2018

RICHARDS & CARR, the best Allard buyers.—55, Kinnerton St., London, S.W.1. Sloane 5424. [W5045

PERFORMANCE CARS urgently require Allard.—Great West Rd., Brentford, Middlesex. Ealing 6841. [W5041

ALVIS

GUY SALMON AUTOMOBILES offer:—

1949 Alvis 14 T.A. drop head coupe, genuine 22,000 miles, one owner, in really superb condition mechanically, twin carburettors; £795.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

BROOKLANDS.—Alvis Distributors, new 3-litre

1953 Alvis sports 2-seater, 750 miles.

1952 Alvis 3-litre saloon, 5,000 miles.

1952 Alvis 3 litre drop head coupe, 7,000 miles.

1951 Alvis 3-litre saloon, radio, heater.

ALVIS cars examined and guaranteed; saloons and coupes from £1,200.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8551-6. [C1029

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C5041/R

1933 Alvis Firefly saloon, mechanically sound, reliable, coachwork good.—Derwent 5441 after 7 p.m.; £155. [8917

ALVIS Speed 25 saloon, managing director's car, maintained entirely by makers and in perfect order, seen London; price £400.—Box 0579. [8755

ALVIS Firebird 1935 drop head, grey, recently re-sleeved, new hood, taxed, good running order, £155.—Jordan, 102, Enerdale Rd., Northampton. [8872

£1150—1951 3-litre Alvis drop head coupe, one owner.—Le Grice Elers, 107-8, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055

£375.—1939 Alvis Speed 25 4-door drop head saloon, a top quality car for modest outlay; £125 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

4.3-litre V.D.P. foursome drop head, 1957, virtually one owner, excellent throughout; £525.—Richards & Carr, 55, Kinnerton St., London, S.W.1. Sloane 5424. [C5045

825 ens.—Alvis 14 (September, 1950) super sports 2-seater, red, ivory leather, concealed hood, small mileage, very carefully used, nearly new; terms, exchanges.—Rowland Smith, below.

745 ens.—Alvis 14 (December, 1950) saloon, black, sliding head, fawn leather, heater, one owner, exceptional condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

CAMDEN MOTORS for Alvis.—14hp saloon, 1949, one Alvis enthusiast owner who has owned nothing but Alvis cars for the last 20 years, this car has been most fastidiously maintained and is only available due to delivery of new 3-litre model; £595.

CAMDEN MOTORS for Alvis.—16.9 drop head foursome coupe, Dec., 1938, desirable Silver Crest model, excellent chassis and in outstanding mechanical order generally, a delightful car to drive; £265.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

ALVIS 14hp (March, 1950) saloon, s/roof, mist green/fawn leather, 25 mpg, oil negligible, fitted radio, heater, twin spots, Mellowtones, cost £1,580, first-class condition throughout; £685, terms, exchanges.—Palmer, 314b, Hagley Rd., Edgbaston, Birmingham. Tel. Bearwood 1197. [8944

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS

ROYS offer: 1957 Alvis 17 sports saloon, one private owner, many extras; £265, h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. (Near Camden Town Tube Station.) Euston 2700 and 8894. [C3059

£350—1957 Alvis 4.5 saloon, maintained regularly by makers; genuine reason for sale; must be seen and tried to be appreciated; terms, exchanges.—G. S. Hall, Ltd., 502, King St., Hammersmith, W.6. Riverside 2881. [C2031

Alvis Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alvis.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

B. J. HUNTER, Ltd., offer:—

FOR immediate purchase of your Alvis.

B. J. HUNTER, 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [W2040

1939—40 Alvis Speed 25 wanted by private buyer, good open tourer acceptable.—Box 0673. [8942

PERFORMANCE CARS urgently require Alvis's.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

ALVIS Speed 25, 1959 model, urgently required.—Chipstead Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [W1046

CHARLES POLLETT, Ltd., buy good late model cars.—18, Berkeley St., W.1. Mayfair 6266. Service Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0590/R

Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. Grams, Alviscar Gold London.

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. 'Grams, Alvis, Coventry. [0931/R

CHARLES POLLETT, Ltd., Alvis specialists.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE PARTS.

SERVICE: Barnsdale Yard, off Elgin Ave., W.2. Tel. Cunningham 5936-7-8. [0591/R

MANCHESTER.—Alvis repairers and spares, main agents.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [0653/R

KINGSTON-ON-THAMES.—Alvis sales and service.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241-2. [B4053/R

LANCASHIRE and Cheshire sales service and spares specialists.—Parkers (Manchester and Bolton), Ltd., Bradshawgate, Bolton (Tel. 4060), and 176, Deansgate, Manchester (Tel. Deansgate 4507). [0389/R

AMERICAN CARS

SIMPSON'S offer:—

RHD 1951-52 Buick, all extras, low mileage.

RHD 1953 Chevrolet, all extras, low mileage.

1952 Buick 2-door, fully equipped.

1953 Ford 6-cylinder, low mileage.

1951/52 De Soto station wagon.

1952 Studebaker Champion, all extras.

1951 Pontiac Catalina hardtop, all extras.

1949/50 Chrysler saloon, 4-door, all extras.

1949/50 Nash Ambassador hydramatic, all extras.

1951/52 Pontiac 4-door, fully equipped, low mileage.

1950 Ford 2-door, all extras.

1947 (first registered 1951) Plymouth 4-door sedan, all extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 545, High Rd., Wembley, Wembley 8691/3905. [C4015

METCALFE & MUNDY, Ltd.

1950 Chevrolet saloon, all extras.

1947 Pontiac convertible; choice of two.

1939 Packard, all extras.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

TAYLOR & CRAWLEY offer:—

1949 Studebaker Champion convertible, grey, radio, heater, power operated hood and overdrive, beautiful condition; £975.

1949 Buick Super Jet back sedanette, 24,000 miles only, one owner, radio, heater; £1,175.

1947 Oldsmobile 6-cyl. right-hand drive saloon, one owner, genuine 18,000 miles since new, leather upholstery; £795.

1948 Cadillac convertible, all power operated, hydramatic, low mileage; £1,775.

1947—48 Ford V.8 Club coupe, right-hand drive, in beautiful condition throughout; £445.

18, Kensington Court, W.8. Western 6015. [C4036

FORD '49 Custom 2-door, many extras; £595, terms and exchange.—Valentine 4674 after 6 p.m. [C2018

JOE THOMPSON (MOTORS), Ltd., offer selection late model American cars.—97, Fulham Rd., S.W.3. Kensington 4858. [C4028

BRITISH & COLONIAL MOTORS, Ltd., offer a selection of post-war American cars; enquiries invited.—13/14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

AMERICAN CARS

GEOFFREY EDWARDS, Ltd.—1947 (registered) new look front, right-hand drive, steering gear change Canadian Ford V.8 4-door 6-light 6-seater de luxe saloon, finished extremely smart deep maroon coachwork, really fine quality brown leather upholstery, equipped twin-tone horns, passlights, radio, heater, reversing light, etc., recently decarbonised, just fully serviced throughout, a really nice car, written guarantee; 355gns; hire purchase, part exchanges.—Amenbury Lane, Harpenden, Herts. Tel. 118. [C2900

American Cars Wanted

ATTENTION!!!

SIMPSONS, The American Car Buyers, require all American cars.—Wembley 8691/3905, 545, High Rd., Wembley. [W4015/R

POST-WAR American cars wanted.

REG. TIMMS (MOTORS), Ltd., 17-18, High St., Toddington, Beds. Tel. 31. [W4064

AMERICAN car wanted for cash.—Valentine 4674, after 6 p.m. [W2018

JOE THOMPSON (MOTORS), Ltd., require American cars.—97, Fulham Rd., S.W.3. Kensington 4858. [W4028

METCALFE & MUNDY, Ltd., will buy your American car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [W3064

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [W1027

ARMSTRONG SIDDELEY

P & J

PASS & JOYCE, Ltd. (London and district distributors), offer:—

1951 Armstrong Siddeley Lancaster saloon, synchromesh gear, one owner; £875; 1 week's free trial; guaranteed; deferred terms available.

ARMSTRONG SIDDELEY estate cars, mounted on new standard ex-works 2.3-litre chassis, coachbuilt bodies in metal and polished hardwood, fully upholstered, disappearing bench seat to rear, load carrying floor area 6ft long by 4ft 6in wide, most attractive looking vehicles; demonstrations gladly arranged; also deferred terms if desired; 6 only available; price each £1,145, including purchase tax.—184, Gt. Portland St., W.1. Museum 1001. [C3059

WARWICK WRIGHT, Ltd., offer:—

1952 Armstrong Siddeley limousine (heater), black, 6,000 miles; £1,150.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

ARMSTRONG SIDDELEY 12hp d/h coupe, 1934 taxed, insured Dec.; £55.—Ashby, 52, Bowness Rd., Bexleyheath. [8794

SAPPHIRE, new, 400 miles only, guaranteed, two light, radio, etc.; offered privately at cost.—Box 0694. [9067

ARMSTRONG Typhoon saloon, 1948, immaculate condition, heater, link mats, new tyres, superb low mileage car; £545.—Luton 5614. [8900

ARMSTRONG SIDDELEY 20hp limousine, with division and face-forward occasionals, amazing condition; 3 months' guarantee; £245.

C. & W. MOTORS, Ltd., Queens Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061

1952 Armstrong Siddeley Whitley saloon, black, mileage 7,000, as new, taxed; £965.—H. C. Paul, Ltd., 52, Bruton Place, W.1. Mayfair 0621/2. [C3040

1947 Armstrong Siddeley Typhoon saloon, black, grey upholstery, heater, works serviced, excellent; £450, o.n.o.—White Lion Hotel, Stafford. Tel. 660. [8955

1939 Armstrong Siddeley 16hp black saloon, recent extensive overhaul, good serviceable car.—W. J. Campbell & Miller, Ltd., 2, Charlotte Sq., Edinburgh 2. [8792

1937 Armstrong 20 7-seater division face-forward long chassis saloon, guaranteed; £165; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6651. [C3029

£250—1939 Armstrong 25 limousine, 7-seater, face forward, faultless runner; £100 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1946 (September) Armstrong Typhoon 2-door saloon, blue with blue leather, heater, taxed, excellent condition; £450.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [C4057

1949 Armstrong Siddeley Hurricane, only 34,000 miles, radio, heater, excellent condition, 4 new tyres, makers overhauled, offers.—Gowan, 65, Eaton Terrace, S.W.1. Sloane 4848. [9053

1952 Armstrong Hurricane coupe, fawn exterior, green interior, radio, heater, twin spot lamps, one owner, as new, reasonable price.—Central Garage (Bingley), Ltd., Whitley St., Bingley 3269. [9047

1949 Armstrong Siddeley Lancaster sunshine saloon, 4-door, heater, spot light, grey with blue hide upholstery, late property of well-known coach-builder, splendid mechanical condition; £595.

1948 Armstrong Siddeley Typhoon, heater, spot light, blue/grey, blue waistline, blue hide, very nice appearance and mechanical condition; £495, both with 3 months' written guarantee; free after-sale service; usual h.p. facilities.—Harold Simons, Ltd., Simons Corner, 397-401, High Rd., East Finchley, N.2 (junction of North Circular and Great North Road), 3 minutes trolley E. Finchley Tube. Finchley 0052-53. Ring any time. [C4065

JACK ROSE, Ltd., offer 1948 Armstrong Siddeley Typhoon saloon, a most attractive car inside and out, in green and black and green hide upholstery; accept £495.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

1948 Armstrong Siddeley Typhoon sportsman fixed head saloon, black, brown leather, fitted Bedford cord loose covers, heater, spotlight, etc., speedo reading 34,000, in lovely condition; £550, trade enquiries welcomed.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [C1036

ARMSTRONG SIDDELEY

£475!!! Hurricane foursome coupe Armstrong Siddeley, Dec., 1947, impeccably maintained throughout, a real opportunity to acquire a quality motor car; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

CAMDEN MOTORS for Armstrong Siddeleys.—18hp Hurricane drop head foursome coupe, 1952 model, fitted radio and heater, originally cost over £1,750 with extras, a beautiful specimen in superb mechanical order; £775.

CAMDEN MOTORS for Armstrong Siddeleys.—Typhoon sports saloon (January, 1949), quite an attractive example of this popular series, red leather upholstery, built-in heater, Tygan seat covers, two owners since new, moderate total mileage; £595.

CAMDEN MOTORS for Armstrong Siddeleys.—Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1055

ARMSTRONG SIDDELEY, Dec., '50 Whitley saloon, one owner, 22,000, cream/blue, perfect condition throughout, many extras including H.M.V. fitted radio, completely overhauled, decarbonised, etc., by works in May; £775 or nearest offer; write,—Ramsay, Stratton House, Cirencester, Glos. Could be seen London by arrangement. [9040

Armstrong Siddeley Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Armstrong Siddeley cars.—320, Euston Rd., N.W.1. Euston 1212. [0171/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Armstrong Siddeley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta. 6000. Seven Sisters Rd., Tottenham, N.15. [0185/R

7-SEATER privately owned 1938/39 Limousines required, also 18hp 1951/52—cash waiting. A. & S., 2, Providence Court, North Audley Street. Mayfair 2941. [W1006

PASS & JOYCE, Ltd., London and District distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184, Gt. Portland St., W.1. Museum 1001. [0385/R

H. F. EDWARDS urgently require good Armstrong Siddeley for immediate cash; distance no object; details please to.—26, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

Armstrong Siddeley Spares and Service

ARCOT ENGINEERING, Ltd.

ARMSTRONG SIDDELEY owners, complete overhauls, service, 48 hours exchange engine service; prompt guaranteed work by specialists.

PRESELECTOR gear boxes; exchanges, reconditioning. Arcot Eng., Ltd., 169, Fulham Rd., Chelsea, S.W.3. Ken. 7301. [0644/R

HENLYS, Ltd., Cheetham Hill Rd., Manchester, 8, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6216-7. [0602/R

A LARGE stock of spares for the above cars always available.—Pass & Joyce, Ltd., London distributors. Works: Hawley Crescent, Camden Town. Tel. Gul. 4141. [0760/R

ASTON MARTIN

DICKS.

1939 Aston Martin 2-litre short chassis drop head coupe, very fast and attractive; £595.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

METCALFE & MUNDY, Ltd.

ASTON MARTIN DB, specially prepared for the Spa 24 hours, terrific performance with very economical upkeep.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

BROOKLANDS: Aston Martin distributors.

1953 series Aston Martin D.B.2 saloon, colour black, vantage engine, radio, many extras, mileage 5,000.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—

1953 Aston Martin DBII saloon, green with red leather upholstery, semi-vantage engine, 6,000 miles only, actual show model 1952, literally as new throughout; £2,350 [C1001

1951 Aston Martin saloon, radio, heater, in perfect condition throughout.—Associated Car Sales, Newton Stewart, Scotland. [8899

Aston Martin Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Aston Martin.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ASTON MARTIN cars wanted for cash, full details.—Friary Motors, Ltd., Old Windsor. Windsor 2002-3. [0197/R

HILLINGDON MOTORS are interested in buying Aston Martins.—325, Long Lane, Western Ave., Ellingdon. Tel. Uxbridge 412. [W2062

Aston Martin Spares and Service

FRIARY MOTORS, Ltd.

ASTON MARTIN main dealers.

SOLE suppliers of spares for all Aston Martin cars produced up to 1940, specialised servicing facilities; 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 2002-3. [0196/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN SEVEN

1939 Austin Big 7 4-door saloon, excellent throughout; £225.—Epsom 4127. [8959

AUSTIN 7 special, XK120 type body, full weather equipment, photo available.—Norris, Bushey Heath 1942. [9044

LOOK!—For only £39 deposit and 30/- p.w. 18 months, 1958 (December) Austin Big 7 4-door saloon, good engine, chassis, tyres, battery, with dull paintwork; h.p and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C3059

Austin Seven Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 7.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN A30

SCOTT CARS offer:—

1953 (August) A30, 1,000 miles, heater, taxed; £540.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

J DAVY OF KENSINGTON.

4000 miles only, A30 (1953), with heater; £535.

180—4, Kensington High St. Western 9641; and 215, Brompton Rd., S.W.3. Ken. 1108. [C1069

PHILIP RICKARDS, Ltd., offer:—

1953 Austin A30, black, 150 miles only; part exchanges; deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051

1953 (August) A30 saloon, 100 miles only, heater; £575.—Mansfield Autos. Ltd., Euston 2587. [C3001

AUSTIN A30, heater, taxed, 7,000 miles; £555.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. [C3040

£535—1953 A30 with heater, 5,000 miles, one owner, new condition.—Broadway Motors, 67, High St., Hounslow. Hon. 0175. [C1028

1953 (Sept.) Austin A30 saloon, blue, blue leather, 400 miles, heater, taxed Dec.; £550.—Michael Motors, Ltd., 330, Norbury Ave., S.W.16. Pollards 6096. [8844

£595—Austin A30 saloon (April, 1953), fitted with many extras, heater, radio, windscreen wash, fog lamp, spot lamp, wind-tone horns, immaculate condition and low mileage.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [C2008

NAYLOR & ROOT.—1953 Austin A30 Devon, black/red leather, seat covers, 6,000 miles, unblemished, £565; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

PRIDE & CLARKE, Ltd.—1953 Austin A30 saloon, green/beige leather, 2,000 miles, heater, one owner; £539; 3 months' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

Austin A30 Cars Wanted

AUSTIN A30 1953 wanted privately.—Advertiser, 685, Durham Rd., Gateshead-on-Tyne. Tel. 75532. [8985

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A30.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN EIGHT

ELITE MOTORS, offer:—

1947 Austin 8 4-door de luxe saloon, black/brown leather; £585.

1939 Austin 8 4-door de luxe saloon, black/brown leather; £275.

1939 Austin 8 2-door saloon, blue/blue leather, recellulosed; £265.

1939 Austin 7 Ruby de luxe saloon, black/blue leather; £215.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (10 lines). [C2005

ANDOVER MOTOR Co., Ltd., offer:—

1939 Austin 8 in black with brown leather; exceptional at £265.—Andover, Hants. Tel. 3405. [C1005

W. J. BROWN, Ltd., Established over 30 years.

1947 (July) Austin 8, 4-door sun saloon, black, brown leather, immaculate condition; £325.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

AUSTIN 8 1940 crocodile front saloon, recently re-sprayed, interior good; cheap at £265, or terms.—Ilford 1215. [8760

£365—Austin 8 4-dr. saloon 1946, leather, sldg. roof, cellulose as new, recon. engine, oil coll, etc.; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. [C1017

225gns.—Austin 8 late 1942 saloon, black, sliding head, very good condition; terms, exchanges.—Rowland Smith, below.

345gns.—Austin 8 1947 saloon, black, sliding head, brown leather, one owner, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1947 Austin 8 saloon, spotless condition, guaranteed; £335.—Kirkdale Cars, 519a, Kirkdale, S.E.26. Sydenham 6129. [8989

1938 Austin 8 Ruby saloon; £120; £40 deposit; part exchange; terms arranged.—King's Autos, 725/7, High Rd., Seven Kings. Tel. Seven Kings 3536. [C2048

1947 Austin 8 4-door de luxe sun saloon, black/brown leather, in superb condition, taxed year; £355.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026

Austin Eight Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Austin Eight Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212. [0952/R

AUSTIN TEN

GATEHOUSE offer:—

1940 Austin 10 saloon, black, £325.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mountview 4444. [C2021

1947 Austin 10 tourer, excellent condition throughout; £225.—Pad. 9196. [C2067

1939 Austin 10 4-door sunroof saloon, black with dove grey leather, exceptional; £285.

1947 Austin 10, as above with brown interior, new Dunlop Gold Seal tyres; £425.

READ BROS. MOTOR Co. (LONDON), Ltd., 58, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1604. [C3048

1939 Austin 10hp, colour black; £250.—John Whailey, Ltd., London Rd., Bishop's Stortford. Tel 181-2. [C4051

1947 Austin 10 saloon, excellent throughout; £425.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [C1010

1947 Austin 10 sln., one most careful owner, exceptional cond.; £420.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

1935 Austin 10 4-door black saloon, reconditioned engine, new batteries, good tyres, sound throughout; £135.—80, Kingsbury Rd., N.W.9. Col. 7542. [8960

Austin Ten Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1. Euston 1212. [0953/R

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIVATELY owned Austin 10.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

WANTED, Austin 10, urgent.—Traynor Motors, Ltd. Tel. Grangewood 2530. [W4052

GOOD Austin 10 saloon urgently wanted.—Walter Scott, Ltd., 39, College Crescent, N.W.3. Pri. 5914. [W4006

EXCEPTIONALLY well conditioned and original 1958/9 Austin 10 Cambridge saloon required for own use.—Particulars please to, G. Batty & Sons, Ltd., Flin St., Sheffield 1. Tel. 25202/3. [8767

AUSTIN A40

ACRES offer:—

1952 Austin Somerset, stone, brown leather, 12,000 miles only £675.

ACRES AUTOS, Ltd., 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

ACRES offer:—

1951 Austin A40s, choice of 4, all low mileage and one owners; from £590.

ACRES AUTOS, Ltd., 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002/1

CAR MART, Ltd.

LONDON Distributors.

1953 Austin A40 Somerset saloon, heater, 8,000 miles; £715.

1949 Austin A40 Devon saloon, heater, 33,000 miles; £475.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1059

J DAVY OF KENSINGTON.

£585—A40 Devon sliding roof saloon, with heater and radio (29/8/51), one private owner; exchanges welcomed.

180—4, Kensington High St. Western 9641; and 215, Brompton Rd., S.W.3. Ken. 1108. [C1069/1

J DAVY OF KENSINGTON.

5000 miles.—A40 Somerset (1953), with heater; £715.

180—4, Kensington High St. Western 9641; and 215, Brompton Rd., S.W.3. Ken. 1108. [C1069

B. J. HUNTER, Ltd., offer:—

1952 A40 coupe, very fast, exceedingly low mileage; £675.

1951 Austin A40 saloon, one owner since new; £515.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

H. A. SAUNDERS, Ltd., offer:—

1951 Austin A40 Countryman, green with brown upholstery, heater; £595.

836—642, High Rd., N.12. Hillside 5272 (8 lines). [C2027

ANDOVER MOTOR Co., Ltd. offer:—

1949 Austin A40 saloon in ice blue, and in exceptional condition at £500.—Andover, Hants. Tel. 3405. [C1005

H. A. SAUNDERS, Ltd., of Worcester.

1953 Austin A40, sports, blue with grey leather, 4,000 miles only; £785.

AUSTIN House, Castle St., Worcester. Tel. 2368. [C4005

AUSTIN A40, 1950, one owner; £575.—Tel. Hyde Park 1605. [9046

1949 Austin A40 Devon saloon, sunroof, heater; £495.—Dobsons, Ltd. (Austin Agents), Staines. Tel. 801. [C1074

AUSTIN A40

GUY SALMON AUTOMOBILES, offer:—

1951 Austin A40 saloon, steering column gear change, 14,000 miles, black/brown leather; £655.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

A40 Somerset, low mileage, black, heater.—Below.

A40 Devon (Jan., 1950), black, heater; £535.—Halls (Finchley), Ltd., Odeon Parade, North Finchley, London, N.12. Tel. Hillside 1044. [9028

1952 Austin Somerset, little used, original owner; £725.—37, Latchmere Rd., Kingston-on-Thames. [8875

1951 Austin A40, steel grey/blue, heater, taxed for year, immaculate; £595.—Sidford Car Sales, Southampton. [9063

1949 Austin A40, 17,000 miles, one owner; £515.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

GUY ALFREDS & CO., offer: 1952 Austin A40 Somerset, heater, guaranteed mileage 3,450 miles.—6-7, Warren St., W.1. Euston 5268. [C1005

1950 Austin A40 saloon, dark green, 24,000 miles; £525.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076/1

1953 Austin A40, in practically new condition; £700.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

1951 (Sept.) A40 saloon, column gear change, 11,500 miles, black/brown upholstery covers, H.M.V. radio; £600.—Mayfair 5242. [C3050

1952 Austin A40 Somerset saloon, small mileage; £675.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

A40 Somerset, February 1952, green/fawn leather, one owner; £675.—H. A. Saunders (Radlett). Tel. 5681. [C4003

1948 Austin A40 Devon saloon, exceptional condition; £465.—S. F. Erskine & Sons, Ltd. Tel. Woking 550. [C2051

AUSTIN A40 Countryman, 1951, low mileage, very nice order; £540.—Chepstow Garages, Ltd., Ledbury Rd., Bayswater 2949. [C1042

1952 Austin A40 Somerset, beige, heater, one owner; £660.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4057

1952 (May) A40 sports, immaculate condition, black, heater; £665.—Dr. Gilliland, Dormer House, Darby Gardens, Sunbury-on-Thames. Tel 2952. [8411

1952 Austin A40 Countryman, 10,000 miles; £645.—British & Colonial Motors, Ltd., 15-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3598. [C1027

1951 (March) Austin A40 sun saloon, grey/blue, one owner, excellent; £555.—Bruce France, 8a, Cromwell Mews, South Kensington. Fla. 0515. [C2014

£675—1952 Somerset, heater, windscreen cleaner, 7,000 miles, new condition, terms, exchanges.—G. S. Hall Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2051

1951 Austin A40 Countryman, green with brown leather, fitted heater, nominal mileage, £565.—Cox's Motors (Leicester), Ltd., 11/15, Conduit St., Leicester 60519. [C1059

NAYLOR & ROOT.—1951 Austin A40 saloon, sea-grey/blue hide, one careful owner since new, £565, written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C5022

1950 Austin A40 Devon saloon, one owner, excellent condition, guaranteed; £495; exchanges, terms.—Palmers, 53, York St., Twickenham. Popesgrove 1890/7087. [C5054

1950 (December) Austin A40 saloon, olive green, taxed December, 22,000 miles, radio, heater, carefully maintained, beautiful car; £589.—Holbrook Motor Co., Ltd., Richmond, Surrey. Tel. 4014. [C2058

525gns.—Austin A40 1950 Devon saloon, grey, blue leather, radio, heater, one owner, excellent condition, taxed, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1951 (Jan.) Austin A40 saloon, 15,000 miles only, one private owner, finished dark green, heater, spotlamp, tailored covers, taxed December; £595; trade enquiries welcomed.—Motourists (London) Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2501-2. [C5018

1953 (Jan.) Somerset saloon, guaranteed 4,000 miles only, one private owner, finished gun-metal grey, fitted H.M.V. radio, heater, taxed, as brand-new, trade enquiries welcomed.—Motourists (London) Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2501-2. [C5018

1952 (Sept.) Somerset sun saloon, 9,000 miles only, one owner, fitted H.M.V. radio, heater, Ace Rimbellishers, screenwash, winking lights, radiator shutter, parking lights, electric clock, twin mirrors, electric lighter, rear demister, loose covers, taxed Dec., £725; trade enquiries welcomed.—Motourists (London) Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2501-2. [C5018

Austin A40 Cars Wanted

THE

CAR MART Ltd.

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London N.W.1.

TELEPHONE: Euston 1212 [0957/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Austin A40 Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A40.—Hampstead (Tube), N.W.3. Ham 6041 [W4018/R

FULL value paid for A40 or similar.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

PRIVATELY owned A40.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

AUSTIN TWELVE

1937 Austin 12 saloon, exceptionally nice condition; £195; terms, exchanges.—Norman Autos, 354, London Rd., W. Croydon. Tel. Tho. 4657. [9074

£315 !!! Special cabriolet 1939 Austin 12/4, a full 5-seater, absolutely outstanding condition, one of the finest of these much sought after cars available; 3 months' guarantee; hire purchase, exchanges. LAMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

Austin Twelve Cars Wanted

CMT

THE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212. [0954/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 12.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN SIXTEEN

R. F. FUGGLE, Ltd.

1948 (August), owned by one family since new, heater, radio and many other extras, coachwork and interior excellent; £545. R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685 [C2017

WARWICK WRIGHT, Ltd., offer:—

1949 Austin 16 saloon, heater, black, 20,000 miles; £525. WARWICK WRIGHT, Ltd. 150, New Bond St., W.1. Mayfair 9761. [C4045

HEARSE 16hp Deck, Brand New, fullest equipment, immediate delivery, £1,455. ALL Trade Enquiries, Station Approach Kew Gardens. Alpe and Saunders (Coachbuilders) Ltd., Richmond 1161. [8484

1948 Austin 16 saloon, guaranteed; £475; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1519. [C4036

1939 Austin 16 saloon, guaranteed; £255; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

1948 Austin 16, radio and heater, Ace wheel discs, licensed, excellent condition; £475.—Blue Star, 364, Kensington High St., W.14 [8836

1948 Austin 16, excellent condition, one owner, 28,000 miles; £495; 3 months' guarantee, terms and exchanges. JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1948 Austin 16hp saloon, black, brown leather, heater; £465.—Vandervella, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4037

1948 Austin 16hp saloon, black with brown leather, excellent condition; £475.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

ROYS offer: 1947 Austin 16, good; £365; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C3059

ARCHIE SIMONS & Co., Ltd.—1948 Austin 16 saloon, colour black, brown hide upholstery, fine example of this very popular model; £495.—94, Gt. Portland St., W.1. Lan. 1343. [C4013

1947 (September) Austin 16, 22,000 miles, one owner, very carefully used; £450; also 1948, similar condition.—Broadway Motors, 67, High St., Hounslow. Hou. 0175. [C1028

1946 Austin 16 saloon, part exchange clearance, great bargain, £325!!! Also 1948 saloon, very clean condition, bargain; £395.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4725. [C1011

1948 Austin 16 saloon, black, brown leather, fitted heater, nominal mileage and very well maintained; £465.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. [C1065

HEARSE Latest streamline DeLuxe Coachwork, 6-Bearer also 4-Bearer full Deck, lavishly equipped, bargain value, £1,395. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006/1

1948 Austin 16 saloon, sun roof, black, brown leather, heater, Ace wheel discs, in very nice condition, only 6,000 miles since brakes and clutch were relined, £470. "VICTORY" GARAGE, Primrose Gardens, London, N.W.3. Tel. Primrose 2242. [8715

HIRECAR Limousine (registered August 1953) partition, forward occasionals, leather, genuine mileage 560, opportunity, £1,035. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [C1006

Austin Sixteen Cars Wanted

THE CAR MART, Ltd.,
AUSTIN cars
REQUIRED immediately.

MAKE your enquiries to
AUSTIN House, 297, Euston
ROAD, London N.W.1.
TELEPHONE: Euston 1212. [0955/R

Austin Sixteen Cars Wanted

REALLY good second-hand Austin 16 required.—Cobb, 50, Harley House, N.W.1. [W1086

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 16.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HIRECAR Limousines urgently required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

AUSTIN A70 & A90

ACRES offer:—

1951 Austin A90, grey, radio, heater, one owner, low mileage; £675.

1951 model A70, beige, brown leather, radio, heater, low mileage, carefully used car; £620.

1949 A70, green, beige leather, radio and heater, carefully used; £520. ACRES AUTOS, Ltd., 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

CAR MART, Ltd.
LONDON Distributors.

1952 Austin A90 Atlantic saloon, radio, heater, 21,000 miles; £775.

1950 Austin A90 Atlantic convertible, heater, 27,000 miles; £625.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039/1

CAR MART, Ltd.
LONDON Distributors.

1951 Austin A70 Hereford saloon, heater, 15,000 miles; £650.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039

BOON & PORTER, Ltd.

A90 Atlantic sports saloon, 18 months old, 32,000 miles, specially serviced and maintained; £645.—Castelnau, S.W.13. (By Hammersmith Bridge.) Riverside 4444. [C1022

J. DAVY OF KENSINGTON.

AT a very useful saving on list price, a 1953 (May) A70 Hereford saloon, 6,000 miles, only £795; also another, 1952, at £695, and a 1950 (November) Hampshire, with radio and heater, at £595.

180—4, Kensington High St. Western 9641; and 215, Brompton Rd., S.W.3. Ken. 1108. [C1069

MAYFAIR COUNTRY CARS offer:—

1951 (June) Atlantic saloon, outstanding condition, radio, heater, taxed December; £725.—7, George Yard, Grosvenor Square, W.1. Mayfair 0151. [C3008

GUY SALMON AUTOMOBILES, offer:—

1952 Austin A70 Hereford 4-door shooting brake, 21,000 miles, extremely handsome vehicle; £750.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

DAGENHAM MOTORS, Ltd., offer the following car:

1952 Austin A90 saloon, radio, heater, 21,000; £775.

56 Park Lane, W.1. Hyde Park 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3388; and 6, 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4621. [C1066

1952 Austin A90 saloon, black with red leather, 15,000 miles, as new; £775.

1952 Austin A90 saloon, black, radio, heater, 12,000 miles, one owner; £795.

RIPCO, Ltd., (Austins Purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052

NEW Austin A70 saloon, black, immediate delivery; list price or part exchange.—Mayfair 5341. [C3030

1949 Austin A70 saloon, black, brown leather upholstery, heater, excellent condition; £495.

MAYFAIR CARRIAGE CO., Ltd. The Hyde, Edgware Rd., N.W.9. Col. 8062. [C3004

1952 Austin A70, radio, heater and covers, spare unused; £725.—Hillingdon Motors, Tel. Uxbridge 412. [C2062

1950 Austin A70 Hampshire saloon, in green, one owner, 22,000 miles, excellent condition, taxed to end of year; 3 months' guarantee; £575.

G. & C. MOTOR GARAGES, Ltd., Canning Rd., Wealdstone, Middlesex. Tel. Harrow 3452. [8494

1951 Austin A90 saloon, 25,000 miles; £675.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

A70 Hereford, July 1952, black/brown leather, one owner £755.—H. A. Saunders (Radlett). Tel. 5681. [C4003

1952 Austin A70, low mileage, good condition.—Herbert & Mills, Ltd., Gt. Portland St., W.1. Langham 3506-7. [C2036

A90 Atlantic convertible, in excellent condition throughout; £625.—Timms, 657, Dunstable Rd., Luton. Tel. 2242. [8828

£535 !!!—Austin A70 saloon, 1950 series (late 1949 delivery), a one-owner car fitted heater, good order throughout. CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

1953 Austin A70, in practically new condition; £795.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

1951 1/2 Austin A90 black Atlantic saloon, beautiful condition, 100% mechanically, one owner; best offer or exchange.—Leicester 66007. [8933

1952 Austin A70, 11,000 miles, black, brown leather, immaculate; £845.—Modern Service (Wimbledon), Ltd. Tel. Wimbledon 5155. [C3014

1952 Austin A70 Hereford saloon, black with brown leather, H.M.V. radio, 12,000 miles only; £725.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

1952 Austin A90, grey, radio, heater, windscreen washer, one titled owner, full history; a bargain, £750; terms or exchange.—Star Garages, Bridport, Dorset. [8544

AUSTIN A70 & A90

1953 Austin A70 Hereford saloon, colour black, immaculate condition throughout; £795.—Broadway Motor Co., 48-50, Hartfield Rd., Wimbledon, S.W.19. Liberty 2494. [8501

1950 Austin A90 saloon, cream, black leather, radio, heater, low mileage, mechanically perfect, guaranteed; £600.—Kings Motors, 1, High St., Hounslow. Hou. 0175. [C2049

1952 (April) Austin A90 saloon, 9,000 miles only, one owner, black, radio, heater, spare unused, perfect; £785.—Northern Motors of Harrow, 186-194, Pinner Rd., Harrow 4444. [C3025

1950 Austin A70 saloon, excellent, £550; also 1949 Austin 16 saloon, meticulously maintained, heater, etc., £500.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [C1010

AUSTIN A90 Connaught convertible, Sept., 1951, Connaught green, power hood, windows, etc.; offers.—Park Motors, 17, Grosvenor Crescent Mews, Hyde Park Corner. Sloane 6467. [8997

1950 (July) Austin A90 Atlantic drop head coupe, grey with black leather, manual hood, one owner, 40,000 miles; £525.—A. Dey & Co., 18, Hardman St., Liverpool, 1. Royal 5037. [8890

PRIDE & CLARKE, Ltd.—1952 Austin A70 saloon green/brown leather, 10,000 miles, heater, radio, one owner, loose covers; £699; three months' guarantee; terms, exchanges; lists.—237, Brixton Hill, S.W.2. Tul. 3664-5. [C3068

AUSTIN Hereford 1951 saloon, blue with powder blue leather upholstery one owner only, virtually new throughout, fitted heater, demisters, radio, loose covers, etc.; will take A40 or T.C. M.G. part payment or sell £600; taxed year.—Tel. Birmingham South 3018. [8935

1950 (July) Austin A70 Hampshire saloon, 20,000 miles only, finished attractive blue, fitted radio, heater, loose covers, taxed December, as new; trade enquiries welcomed.—Motourists (London), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [C5018

Austin A70 and A90 Cars Wanted

THE CAR MART Ltd.,
AUSTIN cars
REQUIRED immediately.

MAKE your enquiries to
AUSTIN House, 297, Euston
ROAD London N.W.1.
TELEPHONE Euston 1212. [0953/R

AUSTIN wanted in good condition for cash.—Valentine 4674, after 6 p.m. [W2018/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A70 and A90.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

AUSTIN EIGHTEEN

DICKS.

1937 Austin 18 7-seater saloon, face forward occasionals, recent overhaul; £275. DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

CAMDEN MOTORS for Austin 18s.—Long chassis, York 7-passenger model 1937, easy-clean wheels, external rear boot, excellent leather upholstery front and rear, one owner for many years, whole car in much above average condition; £265.

CAMDEN MOTORS for Austin 18s.—Long chassis York 7-passenger model, 1936, black/red leather, face-forward occasionals, etc., recent and comprehensive mechanical overhaul; £195.

CAMDEN MOTORS for Austin 18s.—1939 genuine Iver limousine with division, widest occasionals, etc.; the engine of this car has just been completely reconditioned and the only mileage done is that of the road test, etc., the performance of this model is known to be most economical; £465.

CAMDEN MOTORS for Austin 18s.—Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

Austin Eighteen Cars Wanted

CMT

THE CAR MART, Ltd., London distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. Euston 1212. [0956/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 18.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

7-PASSENGER privately owned 1937/38/39 Limousines, also Saloons, urgently required, cash waiting. A. & S., 2 Providence Court, North Audley Street. Mayfair-2941. [W1006

AUSTIN A125 & A135

CAR MART, Ltd.
LONDON Distributors.

1950 Austin A135 Princess saloon, 37,000 miles; £895.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039/1

CAR MART, Ltd.
LONDON Distributors.

1952 Austin A125 Sheerline saloon, 4,000 miles; £1,150.

1950 Austin A125 Sheerline saloon, 38,000 miles; £750.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A125 & A135

B. J. HUNTER, Ltd.

1949 Austin Sheerline saloon, maintained regardless of cost, definitely unmarked; £750.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

SCOTT CARS offer:—

1949 Sheerline, radio, heater, perfect throughout; bargain £645.
SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

SCOTT CARS offer:—

1949 Princess, radio, heater, outstanding example; £845.
SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016/1

TOM GARNER, Ltd., offer:—

1953 Austin A125 Sheerline saloon, black with fawn leather, 350 miles only; £1,595.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

H. A. SAUNDERS, Ltd., offer:—

1951 Austin Sheerline saloon, black with brown upholstery, radio and heater; £855.
836-842, High Rd., N.12. Hillside 5272 (3 lines). [C2027

GUY SALMON AUTOMOBILES offer:—

1952 Austin Sheerline, grey, 7,000 miles, as new; £1,175.—Portsmouth Rd. Thames Ditton. Emberbrook 5,51-4-5. [C4001

PHŒNIX MOTOR Co. (SURREY), Ltd., offer:—

1951 (April) Austin Sheerline saloon, black with beige leather upholstery, 25,000 miles only, fitted built-in radio and heater, windscreen wash, one owner: this car is in quite exceptional condition throughout; current list price £1,852, offered at £875; cars purchased.
PHŒNIX MOTOR Company (SURREY), Limited, Sutton, Surrey. Vigilant 1121. [C3044

1953 Sheerline saloon, black with beige upholstery, 365 miles only; £1,625.—Sands, Burnham, Bucks 1084 [8252

1950 (Sept.) Sheerline saloon, grey/grey hide, sunroof, radio, heater, moderate mileage, an excellent one-owner car; £765.
H. A. SAUNDERS, Ltd., Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

1952 Austin Sheerline saloon, black, one careful owner; best offer over £925.—Capt. Hensley, 3, Regal Courts, Worksop. Tel. 2474. [8952

NAYLOR & ROOT.—1950 Austin Sheerline, black/beige hide, fitted radio, heater, 21,000 miles, £835; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C5022

1949 (October) Sheerline saloon, black, low mileage, radio and heater, etc., one owner, exceptional condition; £735.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

1949 Austin Sheerline saloon, black with fawn interior, radio and heater, small mileage, a most beautiful specimen; £775; consider part exchange.—Southwinds, Smugglers Wk., W. Worthing, Goring-by-the-Sea 42131. [C4027

1951 (May) Austin Princess saloon DS3, black, low mileage and as new, fitted heater and radio, £1,175; a demonstration will be arranged for an interested party.—C. H. Stinson, 6, Wyberton West Rd., Boston, Lincs. Tel. 3976. [8827

1949 (June) Austin Sheerline saloon, battleship grey cellulose, 5 new tyres, 33,000 miles genuine, taxed year, one owner, immaculate condition; supplied and serviced by ourselves; £750gns.—Cheesemand & Edwards, Ltd., Caterham. Tel. 1056. [8845

AUSTIN Princess saloon (1949), metallic grey with brown leather, only run 22,267 miles, complete with radio, heater and loose covers, this car has been extremely well maintained throughout, most exceptional condition; £975 or part exchange.—E. J. Baker & Co., Ltd. Dorking 3822. [9039

LIMOUSINE 1951 partitioned Sheerline, forward occasionals, black, unblemished, low mileage, reasonable cost. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [C1006

Austin A125 and A135 Cars Wanted

THE CAR MART, Ltd
AUSTIN cars
REQUIRED immediately.

MAKE your enquiries to
AUSTIN House, 297 Euston
ROAD, London, N.W.1.
TELEPHONE: Euston 1212.
[0352/R

LIMOUSINE 7-passenger Sheerline required immediately, cash waiting. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [W1006

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austins.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

AUSTINS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul 2767. [0822/R

MARSTON MOTOR Co. for your Austin.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0598/R

Austin Miscellaneous Cars Wanted

HATTONS will buy all post-war Austin models; distance no object.—Lord St., Southport. Tel. 2268. [0788/R

WEYBRIDGE AUTOMOBILE, Ltd., the Austin distributors, urgently require late type Austin.—Tel. Weybridge 233. [0541/R

Austin Spares and Service

A FIRST-CLASS service for Austin replacement units and vehicle parts; pre-war and post-war spares in stock; open Saturday until 6 p.m.; night service available.—Wimbledon Motor Works, Ltd., Main Parts Stockists, 29, High St., S.W.19. Wim. 0123. [0414/R

NORMAND, Ltd.

MODERN equipment handled by a skilled staff ensures good service.
NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0226

THE CAR MART, Ltd.,

LONDON distributors; spare parts for all model cars and trucks.
THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500); and at 16, Uxbridge Rd., Ealing, W.9 (Ealing 6717); and 382, Streatham High Rd., S.W.16 (Streatham 7751). [0160/R

C. G. NORMAN & Co.

AUTHORISED Austin main spare parts stockists, service spare parts and replacement units.—50, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. [0271/R

FOR Austin spares and replacement units.—Sands, Burnham, Bucks 84. [0505/R

AUSTIN 7 spares, any year, any part; largest stockists in U.K.; exchange units.—Try Northwood's first.—44-47, Newington Causeway, S.E.1. Hop. 2832/2820. [0729/R

AUSTIN 7 spares.—Largest stockists, lowest prices, exchange units, crankshafts, blocks, dynamos, etc.; s.a.e. for list.—Witham's, 18, Balham Hill, S.W.12. Battersea 3280/3769. [0488/R

AUSTIN parts and components for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Main Parts Stockists, Longridge House, Great West Rd., Bedfont, Feltham, Middlesex. Tel. Feltham 4274-5. [0399/R

PRYNN & STEVENS, Ltd., the South London Austin depot; full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburettors, brake shoes and electrical units from stock, repairs and service to Austin exclusively.—57, Acre Lane, S.W.2. Brixton 1155. [0184/R

AUTOVIA

GATEHOUSE offer:—

1938 Autovia, black; £325.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mountview 4444. [C2021

£225.—1937 Autovia (Riley) 4-door saloon, in immaculate condition throughout, a quality car for modest outlay, £100 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

BENTLEY (3½, 4¼-litre and New 4½-litre)

HROH. R. OWEN, Ltd.,

LONDON'S leading specialists in Rolls-Royce and Bentley cars, offer the following selection:—

1952 Bentley 4.6 sports saloon, large boot, black with pale blue hide, 10,000 miles; £4,100.

1951 Bentley James Young 4-door sports saloon, black and grey with pale blue hide, 32,000 miles; £4,400.

1951 Bentley 4.6 Standard Steel saloon; two-tone grey with pale blue hide, 17,000 miles; £3,350.

1951 Bentley Mk. VI Standard Steel saloon, two-tone grey with pale blue hide, 24,000 miles; £3,100.

1950 Bentley Park Ward two-door fixed head coupe, black and cream with beige hide, 23,000 miles; £3,950.

1950 Bentley Standard Steel saloon, dark grey with pale blue hide, 28,000 miles; £2,950.

1949 Bentley Park Ward D.H.C. power-operated hood, black with light brown hide, 11,000 miles; £3,650.

1947 Bentley Mk. VI Standard Steel saloon, black with brown hide, 52,000 miles; £2,150.

1939 Bentley 4¼ overdrive Park Ward sports saloon, black and grey with grey hide; £1,650.

1939 Bentley 4¼ overdrive H. J. Mulliner two-door sports saloon, two-tone grey with grey hide; £1,650.

1938 Bentley 4¼ Mann Egerton sports saloon, black green hide; £1,600.

1935 Bentley 3½ Barker two-door fixed head coupe, black with fawn hide; £795.

WE are interested in the purchase of Bentley cars, and invite communication from owners who have such vehicles for disposal.

H. R. OWEN, Ltd.,
17, Berkeley St., London, W.1. Tel. Mayfair 9060. [C5052

CMCAR MART Ltd.

1953 Bentley H. J. Mulliner lightweight 4-door sports saloon, 3,000 miles; £5,975.

1951/52 Bentley 4½-litre standard steel Mark VI saloon, 10,000 miles; £3,350.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (Corner of Piccadilly). Grosvenor 3454. [C1059

Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

BENTLEY (3½, 4¼-litre and New 4½-litre)

JB

JACK BARCLAY, Ltd

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST Official Retailers of Rolls-Royce and Bentley; please write for stock list; open until 8 p.m.

EXAMPLE.—1948 standard steel saloon, painted midnight blue and upholstered in beige hide, speedometer reading 46,000 miles; price £2,100.—Jack Barclay, Ltd., Berkeley Sq., London, W.1. Open until 8 p.m. Tel. May. 7444. [C1082

RIPPON.

RIPPON.

RIPPON BROS., Ltd.

THE Northern Bentley specialists offer the following cars in first-class condition:—

1951 (March) Bentley Mark VI Standard steel saloon, Tudor grey with blue leather upholstery, mileage 31,595; price £2,950.

1950 (Nov.) Bentley Mark VI standard steel saloon, shell grey with blue leather upholstery, mileage 42,500; price £2,650.

1950 (August) Bentley Mark VI standard steel saloon, black with beige leather upholstery, mileage 22,000; price £2,750.

FOR further details apply to

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines). Also at Bradford, Leeds and Sheffield. [0908/R

ACRES offer:—

1951 Rolls-Bentley S.S. Mark VI saloon, black with brown leather, heater, radio, indistinguishable from new; £2,850.

ACRES AUTOS, Ltd., 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

SLOCOMBES, Ltd.

1951 standard saloon, 4¼-litre, in two-tone grey and as near new as could be expected; £2,875.

PART exchanges and H.P. terms welcomed; existing H.P. accounts settled. We close at 7.30 p.m. Saturdays 6 p.m. Write, call or telephone.—Slocombes, Ltd., 50-52, Dudden Hill Lane, N.W.10. Willesden 4869. [C4017

PB Ltd. offer:—

1936 3½ Bentley (F.B.) Freestone & Webb, mitred edge, sports saloon.
PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 4477-7478. [C5035

SCOTT CARS offer:—

1947 Bentley Standard steel saloon, outstanding example; £1,875.
SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

LOUIS & Co. offers:—

1935 Bentley 3½-litre 4-door saloon by Freestone & Webb, engine completely overhauled, first-class condition throughout; £650.—56, Lancaster Mews, W.2. Padd. 9196. [C2067

WIMBUSH for Bentleys!!

1952 (May) Bentley Mark VI (NY series) 4½-litre big-bore Standard saloon, very dark green and brown hide upholstery, perfect and in unmarked condition; accept £3,475.
R. C. WIMBUSH, Ltd., 312, Earls Court Rd., S.W.5. Fremantle 8401. [C4056

JACK OLDING of Mayfair.

OFFICIAL Bentley and Rolls-Royce retailers, offer early delivery of new cars with standard and special coachwork; also the following selection of their used Bentleys:—

1952 4½-litre large boot standard saloon, two shades of grey maroon leather, 6,500 miles; £3,950.

1951 4¼-litre standard saloon, grey, blue leather, 28,600 miles; £3,150.

1951 4¼-litre standard saloon, black/brown leather, one owner, 28,000 miles; £3,150.

1951 4¼-litre foursome coupe by Park Ward, black/blue leather, 35,000 miles; £3,250.

1949 4¼-litre 2-door Countryman saloon, grey polished wood, 58,000 miles; £2,850.

1949 4¼-litre standard saloon, black, beige leather; £2,450.

AUDLEY House, North Audley St., W.1. Mayfair 5242. [C5050

J. DAVY OF KENSINGTON.

16000 miles only by its original owner driver, now retired: 1949 4¼-litre Bentley standard steel saloon in faultless condition; £2,675; demonstration by appointment; exchanges welcomed.
180—4, Kensington High St. Western 9641, and 215, Brompton Rd., S.W.3. Ken. 1109. [C1069

SWANMORE GARAGE offer:—

1951 Bentley 4¼ Mark VI; £3,265

1949 Bentley 4¼ Mark VI; £2,395

1948 Bentley 4¼ Mark VI James Young; £2,895

1936 Bentley 3½-litre; £875

1936 Bentley 6-litre; £575

EXCHANGES or terms

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43544. [C4024

MASCOT MOTORS, Ltd., offer:—

1937 (Oct.) 4¼-litre KT series Freestone & Webb razor-edged sports saloon, good history and condition; £1,050.
MASCOT MOTORS, Ltd., 237-245, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231-2. [C5007

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½, 4¼-litre and New 4½-litre)

TAYLOR & CRAWLEY offer:—

1949 Bentley P.S.C. saloon, 45,000 miles, in beautiful condition; £2,225.

1949 Bentley (DZ) 4¼-litre P.S.C. saloon, 32,000 miles only, most attractively finished in dual colour; £2,525.

1949 Bentley (EY) 4¼-litre drop head coupe by Park Ward, power operated, 15,000 miles, one owner, immaculate.

48, Kensington Court, W.8. Western 6015. [C4056

PHILIP RICKARDS, Ltd., offer:—

1947 Bentley Mark VI drop head foursome coupe by Hooper, black/brown, one owner, in faultless condition; part exchange, deferred terms.—4, Brick St., Park Lane, London W.1. Grosvenor 4772-3. [C3051

DUNCAN, HAMILTON & Co. offer:—

1949 Bentley Mark VI standard steel saloon, black with brown hide interior, fitted radio, heater, window washers, etc., low mileage, in beautiful condition throughout; £2,275.—33, High Rd., Byfleet. Tel. day and night, Byfleet 3101. [8971

MCKINNON MOTORS, Ltd., offer:—

1948 May Bentley, body by James Young, 2-door sports saloon, black, beige leather, S/R radio, immaculate condition, current new list price, £6,064 plus extras; £2,450; part exchanges and confidential terms.

MCKINNON MOTORS, Ltd., "Langham House," 5, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [3020

MANN EGERTON & Co., Ltd., offer:—

1953 Bentley standard sports saloon, velvet green, under 2,000 miles; £4,250.

1951 Bentley Mk. VI steel saloons, choice of two, both in superb condition with moderate mileage; full details on enquiry.

14, Berkeley St., London, W.1. Hyde Park 2073. [C2006

MANN EGERTON & Co., Ltd., offer:—

1948 (June) Bentley Standard Steel saloon finished in grey with maroon leather upholstery, mileage 49,000, in very exceptional condition throughout and fully guaranteed.

MANN EGERTON & Co., Ltd., officially appointed Bentley Retailers, 5, Prince of Wales Rd., Norwich. Tel. 20481. [8496

H. M. BENTLEY & PARTNERS, Ltd. offer:—

1937 4¼-litre 4-door drop head foursome, 27,000 miles.

1935 3½-litre Utility, good history.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1937 Bentley 4¼ Park Ward saloon, black and blue leather, this car has just had a complete engine overhaul; £950.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

CLARKES OF PIRBRIGHT, official Bentley retailers, offer:—

1953 model 4½-litre Bentley, large boot, duo-grey, chauffeur maintained.—Pirbright, Surrey. Brookwood 2201-2. [C1049

CHARLES FOLLETT, Ltd., Accredited Rolls-Royce and Bentley Repairers and Retailers, offer:—

1950 Bentley Mark VI standard steel saloon, black, blue leather, one owner, 35,000 miles, just decarbonised, supplied new by us, full history available; superb condition and value at £2,785.

1949 Bentley Mark VI, fitted beautiful 4-door sports saloon by H. J. Mulliner, colour black with grey leather, excellent Bentley history including very recent engine and gear box overhaul, really outstanding condition; £2,850.

OFFICIAL retailers and repairers, 18, Berkeley St., W.1. Mayfair 6266.

SERVICE Works and Stores: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

1953 Mark VI standard Bentley steel saloon, velvet green with maroon upholstery, 5,000 miles only; £3,995.

1948 Mark VI Bentley steel saloon, recellulosed black, brown upholstery, 51,000 miles; £1,850.—Bristol Motor Co., Ltd., Ashton Gate, Bristol, 3. Tel. 64013. [9050

1950 (Sept.) Bentley H. J. Mulliner saloon, black, fawn leather, covers, radio, 5,000 miles only, condition like new.—Below.

1953 (Aug.) Bentley steel saloon, 500 miles.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557 [C3006

BENTLEY 3½-litre, August, 1935, special 4-door sports saloon, heater, radio, many extras, taxed; £650.—Duchesne of Wimborne, Dorset. Tel. 108. [9049

1951 Bentley Mk. VI Standard Steel saloon, black 4¼-litre, big engine, 18,000 miles, new condition; £3,100.—Selway, Little Rissington, Glos. [8528

1947 Mark VI standard steel saloon; £1,000 overhaul at Bentleys, bills available; latest modifications; £1,875.—Mansfield Autos, Ltd., Euston 2587. [C3001

BENTLEY 4¼ 4-door sports saloon, immaculate order; guaranteed 6 months; reasonable price.—Frank Dale, 61, Lancaster Mews, W.2. Paddington 4681. [C1067

1950 (June) standard steel saloon, fitted H.M.V. radio and heater, a G.T. series, is almost equal to new condition; £2,695.—Robbins, East Putney. Tel. 4581. [C3010

1937 Park Ward saloon, this car has been recellulosed by us and is in excellent condition; £1,095.—Anthony Crook Motors, Ltd., Caterham Hill, Surrey. Tel. 2232-3. [C1065

194? Bentley Standard Steel saloon, finished mist green, one owner since new, low mileage and in immaculate condition; £2,275; no offers.—Reynolds, Castle St., Cambridge. [9051

BENTLEY (3½, 4¼-litre and New 4½-litre)

CAMDEN MOTORS for Bentleys.—Four-door sports saloon, 1935, special Park Ward model, beautifully modern appearance and usual Bentley sports performance, discs and other extras; £545.

CAMDEN MOTORS for Bentleys.—4¼-litre drop head foursome coupe, 1937, Park Ward model, one owner for some years, recent reconditioning at cost of £200, fitted radio and heater, outstanding; £795.

CAMDEN MOTORS for Bentleys.—Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

1947 Standard Steel Rolls-Bentley Mark VI with 1949 body modifications, in superb condition throughout, an exceptional car for its year, driven and maintained as a show car for our coachbuilding department; £2,800.

ALL inquiries to Head Office, Carrs Auto Sales, Ltd., Standard House, South End, Croydon. Tel. Croydon 6088. [7372

1947 Standard Steel Mark VI Bentley, 60,000 miles, complete history; £1,875. (Part exchanges welcomed.)—Clayton's Cars (London), Ltd., 357, Euston Road, London, N.W.1. Tel. Euston 5226 (5 lines). [C1050

1950 Bentley standard steel saloon, latest type suspension, low mileage, colour grey, immaculate car, all extras, £2,750; exchanges, etc.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. Molesey 6199. [C3037

ROSE & YOUNG, Ltd., offer 1949 Bentley Mark VI standard steel saloon, 36,000 miles only, immaculate condition; £2,565.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [C3057

1948 Bentley Mark VI standard saloon, in exceptional condition throughout, black with brown leather upholstery, maintained regardless of expense, history available; £1,925.—Harry Martin, 23, Devonshire Place Mews, W.1. [8981

UNUSUAL and individual 4¼ chassis 1936 but Park Ward sports saloon body has had expensive modification to give most attractive and modern appearance, in addition £270 spent two years ago on complete mechanical overhaul; £900.—Box 0669. [8928

1951 (May) Bentley standard steel saloon, black with beige leather, mileage 21,000, all new India tyres, taxed; this car is in original condition and unmarked; £3,050.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

1935 (July) Bentley 3½-litre Park Ward sports 4-door sun saloon, with ride-control, H.M.V. radio, heater, loose covers, spotlamp, taxed December; £750; trade enquiries welcomed.—Motourists (London), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [C3018

JACK ROSE, Ltd., offer: 4¼ Bentley 4-door razor-edge saloon by Freestone & Webb, in black and red hide interior almost unmarked, radiator and all bright parts silver plated; car with Bentley history; accept £1,075.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

1939 4¼ overdrive Bentley drop head coupe, green, green upholstery, wireless, Ace discs, in immaculate condition, 58,000 miles, one previous owner, £950 spent in overhaul and improvements in last 5,000 miles, bills shown, to be seen at Messrs. Caffyn's showrooms, Uckfield; price £1,250.—Major W. R. Read, "The Belfry," Uckfield, Sussex. [8859

BENTLEY Mark VI 2-door sports saloon, coachwork by James Young, finished black with grey leather upholstery, very carefully used, first registered May, 1947, speedo recording 39,000 miles; exceptional condition throughout; £2,350, insurance and h.p. terms arranged.—Wadham Bros., Ltd., Automobile House, Banister Rd., Southampton. Tel. 2991, ext. 56. [8806

1935-6 Bentley 3½-litre Park Ward Sportsman's saloon, most immaculately finished in black and chrome, the interior is upholstered in finest quality real hide beautifully finished in royal blue, mechanically the car is exceptionally good, fitted almost new tyres, taxed, fitted twin new chrome passlamps, twin chrome Windtone horns, new battery; a genuine opportunity to purchase a Bentley for £675.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford 6, Manchester. Pen. 3457. [C3000

H. A. FOX & Co., Ltd., officially appointed Bentley retailers, offer an unusually good 1951 Mark VI Bentley saloon, finished in black and beige and upholstered in brown leather with matching carpets; this car has been entirely maintained by Bentley Motors and the complete history is available; it has very full equipment, including radio, and carries our strong recommendation; at £2,995 it represents particularly good value.—H. A. Fox & Co., Ltd., 5/5, Burlington Gardens, Old Bond St., W.1. Regent 7687. [8851

SPORTS 4-door 3½/1934 H.J.M. Saloon, leather, boot, £300 Derby overhaul, nice chassis, exceptionally attractive, history available, exceptional value, low cost.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006

BENTLEY (PRE 1931)

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R

1925 Red Label Bentley in very good condition throughout, space required, any reasonable offer accepted.—Box 0598. [8786

1924 3-litre Blue Label saloon, genuine original condition.—Offers to Headstone Motors, Hatch End 4444. [9034

1925 Red Label Bentley, short chassis series s.s.; £250 o.n.o.—Robinson, Bedford Dye Works, Clapham Rd., Bedford 67341. [7699

Bentley Cars Wanted

CMTHE CAR MART, Ltd., wish to purchase Bentley cars.—Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 3434. [0958/R

RROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bentley.—Hampstead (Tube), N.W.3. Ham. 604? [W4015/R

Bentley Cars Wanted

BENTLEY Mark VI wanted, preferably under 30,000 miles.—Bowles, 2, Elm Park Court, Pinner. Tel. 360.

PRIVATE buyer requires standard Bentley saloon, not over 3 years or 20,000 miles.—Write, Box 0678. [9000

HATTON MOTORS, Ltd., Birmingham, will buy or part exchange your 3½- or 4¼-litre Bentley.—71, Broad St., Midland 2437. [0557/R

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. Tel. Weybridge 233. [0540/R

WE will buy or part exchange your Bentley for a new one.—Loxhams Rolls-Royce & Bentley Showrooms, Fishergate, Preston. Tel. 4245. [W2069

WE are open to purchase any type pre-war Bentley cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Livingstone 3362. [0062/R

TAYLOR & CRAWLEY will buy low mileage Mark VI Bentleys and pre-war Bentleys at attractive cash prices.—48, Kensington Court, W.8. Western 6015. [C4056

H. F. EDWARDS urgently require good Bentley for immediate cash; distance no object; details please to.—200, Great Portland St., London, W.1. Tel. Langham 0012. [W2005

R. S. MEAD (SALES), Ltd., are interested in purchasing any post-war Bentley cars.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [W3011

JACK OLDING & Co., Ltd., officially appointed retailers and repairers, are interested in the purchase of good used cars. Service in the heart of Mayfair. Tel. Mayfair 4242. Audley House, North Audley St., W.1. [W3050/R

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. Mayfair 6266. Service works and stores: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0592/R

Bentley Spares and Service

JACK BARCLAY, Ltd.,

LARGEST official repairers Bentley cars.

SERVICING or overhauls.

COACHWORK renovations and accident work.

LARGE stocks of spares.

WORKS: Lombard Rd., Merton, S.W.19 (close Sth. Wimbledon Tube). Liberty 7222 (8 lines). [S1082/R

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0593/R

ALL spares and replacements for pre-war Rolls-Bentleys; full repair service at most reasonable prices.—Comptons, 69, Westow St., Crystal Palace. Tel. Livingstone 3362. [0490/R

Bond Minicar Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bond.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIDE & CLARKE, Ltd., the Bond Minicar buyers; H.P. accounts settled, exchanges.—Stockwell Rd., S.W.9. Brixton 6251. [0545/R

Bond Minicar Spares and Service

RAYMOND WAY for Bond Minicar repairs, spares and service under Bond trained service manager; no job too big or too small; free advice on all Bond models, latest modifications can be fitted to older models if required.

RAYMOND WAY, of Kilburn. [0827/R

BRISTOL

SLOCOMBES, Ltd.

1952 Bristol 401 saloon, in green with beige interior, 5,000 miles and absolutely immaculate, radio and heater, chrome wheels; £1,975.

PART exchanges and H.P. terms welcomed; existing H.P. accounts settled. We close at 7.30 p.m. Saturdays 6 p.m. Write, call or telephone.—Slocombes, Ltd., 38-52, Dudden Hill Lane, N.W.10. Willesden 4869. [C4017

L. F. WARD, Ltd.

1953 401 Bristol saloon, 7,000 miles only, one owner, Cambridge grey, loose covers as new.

1952 Bristol 401 saloon, cream, deep maroon, radio, heater, 7,000 miles only, 1952 show model.

1948 Bristol 400 saloon, l.h.d., radio, engine completely overhauled by us, grey, excellent condition.

L. F. WARD, Ltd., Grange Road Garage, Grange Rd., Thornton Heath. Tel. Thornton Heath 3547. London office: Mayfair 0146. [C4045

ANTHONY CROOK offers:—

1953 Bristol 403, new from stock.

1953 401, new from stock.

1952 Bristol 401, 12,000 miles, heather grey.

1951 Bristol 401, 21,000 miles, heather grey.

1950 Bristol 401, Cambridge grey.

1950 Bristol 400, heather grey.

1949 Bristol 400, bronze, 25,000 miles.

ALL the above cars are genuine one owner cars, and a complete history of each car can be supplied.

ANTHONY CROOK, the Bristol distributor, Caterham Hill, Surrey. Caterham 2232/3. [C1065

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. [0618/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BRISTOL

KEVILL DAVIES & MARCH, Ltd.

OFFICIAL Bristol retailers.

41—42, Hay's Mews, Berkeley St., W.1. Gros. 2563. [C2054/R

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

1953 Bristol 403 saloon, in black with red upholstery, genuine mileage 4,000; taxed for year.

1951/52 Bristol 401 saloon, in Cambridge grey, fitted radio, heater, loose covers, link mats, guaranteed mileage under 8,000, this car as new.—Charles Cruickshank Motors, The Bristol Distributors, Centre, Bristol, 1. Tel. 25280. [8977

BRISTOL 400 saloon, extremely fast smart car with radio, windscreen washers etc.; £885.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [C4056

1949 Bristol 400, 30,000 miles, bills for £400 available, £1,125.—Clayton's Cars (London), Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

FRAZER-NASH CARS usually have in stock for sale used Bristol cars in good condition at reasonable prices.—A.F.N., Ltd., Falcon Works, London Rd., Isleworth, Middlesex. (Hounslow 0011.) [C2015

1952 (May) Type 401 16,000 miles, finished in heather grey with beige leather, superb condition throughout, one owner since new; £1,975.—George Newman & Co., (Brighton), Ltd., 39/40, Old Steine, Brighton 28102/4. [8796

BRISTOL 401 chassis with special drop head coupe body, completed March, 1952, grey with blue upholstery, heater, Kigass windscreen washer, one owner, mileage 16,000; offers.—Bradburn & Wedge, Ltd., 46, Darlington St., Wolverhampton. [8946

Bristol Cars Wanted

B. J. HUNTER, Ltd.,

FOR immediate purchase of your Bristol.

B. J. HUNTER, Ltd., 82, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [W2040

REQUIRED, good used Bristol.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bristol.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

A.F.N., Ltd., will purchase for cash Bristol Type 400 and Type 401 cars.—Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011.) [0476/R

H. F. EDWARDS urgently require good Bristol for immediate cash; distance no object; details please to.—28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

B.S.A.

£135.—B.S.A. Scout, 4-seater, 1937, full equipment, many extras.—Enterprise 7094. [9050

B.S.A. Scout 4-seater, 1939, good condition, new hood; offers over £120.—Mead, 49, Uffington Rd., S.E.27. [8943

B.S.A. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for B.S.A.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. (Scout model) spares; comprehensive stock; wholesale and retail.—161, Gt. Portland St., W.1. Langham 7735. [0144/R

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, Lonsdale Rd., Kilburn, N.W.6. Maida Vale 1331. [0071/R

BUICK

SIMPSON'S offer:—

RHD 1951-52 Buick, all extras, low mileage.

1952 Buick 2-door, fully equipped.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley. Wembley 8691/3903. [C4015

£385.—Buick limousine, 1937, renovated, 7-passenger, not ex hire car.—Lawton-Goodman, 155, Cricklewood Broadway, N.W.2. [C2022

RHD 1947 Buick, radio and heater, colour black.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028

1949 Buick super jet black sedanette, 24,000 miles only, one owner, radio, heater; £1,175.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [C4056

1947 Buick, l.h.d., Super 50, heater, radio, immaculate condition, £750; terms, exchanges.—Norman Autos, 354, London Rd., W. Croydon. Tel. Tho. 4657. [9071

Buick Cars Wanted

JOE THOMPSON (MOTORS), Ltd., require Buicks.—97, Fulham Rd., S.W.3. Kensington 4858. [W4028

METCALFE & MUNDY, Ltd., will buy your Buick car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [W5064

7-SEATER private 1937/38 Limousines required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Buick buyers; also large selection for sale. See under "American Cars."—Wembley 8691/3903. [W4015/R

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0504/R

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141/R

CADILLAC

1948 Cadillac saloon, model 62, 35,000 miles, perfect condition.—Write Box A844, Central News, Ltd., 17, Moorgate London, E.C.2. [8843

CADILLAC

1948 Cadillac convertible, all power operated, Hydramatic, low mileage, £1,775.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [C4056

£295!!!—Cadillac V.8 series 75 Fleetwood 8-seater limousine, a handsome and most impressive looking car of super quality construction, costing well over £1,200 with extras when produced pre-war, sumptuously appointed and equipped with radio, heater, widest face forward occasional seats, winding division, etc., suitable for long distance hire work, weddings, funerals, etc.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m.; write for catalogue. [C1035

Cadillac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Cadillac buyers.—Wembley 8691/3903. [W4015/R

JOE THOMPSON (MOTORS), Ltd., require Cadillacs. 97, Fulham Rd., S.W.3. Kensington 4858. [W4028

METCALFE & MUNDY, Ltd., will buy your Cadillac car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [W5064

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0004/R

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012/R

CHEVROLET

SIMPSON'S offer:—

RHD 1953 Chevrolet, all extras, low mileage.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley. Wembley 8691/3903. [C4015

GATEHOUSE offer:—

1936 Chevrolet saloon, black, one owner, 36,000 miles; £265.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mountview 4444. [C2021

1949 Chevrolet Styleline 2-dr. saloon, r.h.d., heater; £1,095.

1949 Chevrolet Styleline 4-dr. saloon, radio and heater, r.h.d.; £1,195.

CHOICE of other Chevrolets in stock.

BRITISH & COLONIAL MOTORS, Ltd. (Distributors for London and Home Counties), 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

RHD Chevrolet 4-door saloon, 2,000 miles only.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028

1948 Chevrolet de luxe estate car, 35,000 miles, one private owner; £1,075.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [C4056

Chevrolet Cars Wanted

METCALFE & MUNDY, Ltd., will buy your Chevrolet car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [W5064

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Chevrolet buyers, also large selection for sale. See under "American Cars."—Wembley 8691/3903. [W4015/R

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [W1027/R

Chevrolet Spares and Service

CHEVROLET spares and repairs for private vehicles; distributors for London and Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027/R

CHRYSLER

SIMPSON'S offer:—

1949/50 Chrysler saloon, 4-door, all extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley. Wembley 8691/3903. [C4015

FOR sale.—1935 Chrysler 20, less body, engine, etc., 100%; space wanted.—Fairtax, Fairford, Glos. [8889

RHD 1950 Chrysler Windsor, automatic transmission, many extras, one owner; £1,500; exchange and terms.—Valentine 4674 after 6. [C2018

RHD 1952 Chrysler de luxe fluidmatic drive 4-door saloon, colour blue, 7,000 miles, guaranteed.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028

£195.—Genuine 1939 Chrysler Wimbledon 24hp de luxe saloon, needs respray, unrepeatable bargain; £80 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1951 Chrysler Windsor saloon, l.h.d., radio and heater, loose covers, low mileage; £1,345.—British & Colonial Motors, Ltd. (distributors for London and Home Counties), 13/14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

LIMOUSINE, 1937, Imperial, 34hp, partition, forward occasionals, black, carefully maintained, £295.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006

Chrysler Cars Wanted

AUTOSALES (LONDON), Ltd.

CHRYSLER distributors will purchase all types of Chrysler vehicles.—59-65, Belsize Rd., Swiss Cottage, N.W.6. Mal. 5555/2155. [0645/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Chrysler.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Chrysler Spares and Service

AUTO SALES (LONDON), Ltd.

CHRYSLER distributors, spares for all models, exchange reconditioned units in stock.—59-65, Belsize Rd., N.W.6. Mal. 5555/2155. [0495/R

CHRYSLER Specialists, comprehensive spares, engines and exchange units for all models.

CHURCH ROAD ENG. Co., Ltd., Hadleigh, Essex. Tel. Hadleigh, Essex 57271. [9684

Chrysler Spares and Service

CHRYSLER specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. [0561/R

CITROEN

BM

BIG 6-cylinder Citroen sun saloon, 1950, in first-rate order throughout, 17,200 miles, spotless black cellulose, red leather upholstery and carpets, and beautiful chromium, two new front tyres, two excellent rear tyres; features, Brooklands steering wheel, hand ignition, heavy-duty bumpers, incorporating set-in front number plate, badge bar, twin spot lights and horns, centre arm rest at front and rear, heater, taxed; a family 6-seater saloon with sports car performance (road test 0-50 in 12.6 seconds, yet 19.1 mpg), and legendary Citroen qualities of road holding and braking; £690 or exchange.—Beverley Motors, Beverley Rd., Highams Park, London, E.4. Larkswood 7208 or 2051. [C1086

CAR MART, Ltd.

1952 Citroen Light 15 saloon, 8,000 miles; £775.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. [C1039

H. W. MOTORS, Ltd., offer:—

1949 model Citroen Light 15, finished black, beige leather upholstery, fitted radio, loose covers and wing extensions; £565.

1952 model Citroen Light 15 de luxe, finished black, beige leather, fitted loose covers and many extras; £695.—H. W. Motors, Ltd., Walton-on-Thames 2404-5-6. [C2042

JOHN S. TRUSCOTT, Ltd., for Citroen.

ONLY first-class examples are offered.

OFFICIALLY appointed Citroen agents.

NEW models from stock.

EXCHANGES, deferred terms.

JOHN S. TRUSCOTT, Ltd., 173, Westbourne Grove, W.11. Bay 4274. [C4055

£225.—1959 12hp de luxe Citroen saloon, maroon red leather.

BRIAN FINGLASS, Bugatti Sales & Service, 2, Pembridge Mews, Bayswater, W.11. Bayswater 5954. After 6, Tulse Hill 4755. [C2009

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

WORTHING MOTOR Co., Ltd., for Citroen sales, spares service.—Tel. Worthing 71. [4734

1951 15hp Citroen saloon, 27,000 miles, black and red, taxed; £675.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [C4057

1939 Citroen 12, engine and transmission just overhauled at cost of £155, car recently resprayed; £275.—Tel. Romford 7562. [9046

1950 Citroen 15 de luxe saloon, most beautifully finished black with red leather interior, fitted radio, heater, taxed yearly, genuine small mileage; £560.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford 6, Manchester. Pen. 5457. [C5000

1940 Citroen Light 15 saloon, fitted radio, engine just completely overhauled, unrepeatable bargain, £250.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

£425.—1947-8 Citroen 4-door de luxe, really excellent, one owner.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [C2024

675gns.—Citroen Light 15 1951 sports saloon, maroon, sliding head, red leather, small mileage, very carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below.

425gns.—Citroen Light 15 late 1947 sports saloon, black, sliding head, brown leather, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4016

1947 (late) Citroen de luxe saloon, Light 15, spotless 1955 condition, low mileage, undersealed, radio, heater, 2 spares, windtones, screen spray, Tygan covers, taxed Dec.; £455.—Barn Cottage, Walberton, Arundel. Tel. Eastergate 367. [8947

HINDHEAD MOTOR WORKS offer 1952 Light 15, grey with red leather, heater, windscreen washer, taxed year, one owner, £795; 1950 model Citroen Light 15, green with beige upholstery, one owner, £610; 1940 Citroen 6-cylinder, black with red leather, taxed year, £425; new models from stock.—The Hindhead Motor Works, Ltd., for Citroen sales and service, Hindhead, Surrey. Tel. Hindhead 665. [C2061

Citroen Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Citroen cars.—150, Park Lane, W.1. Grosvenor 5434. [0172/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Citroen.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ACE SERVICE STATION (LONDON), Ltd.

THE Citroen distributors are the largest buyers of used Citroen cars in the British Isles; trade enquiries welcomed.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [W1000/R

REALLY good second-hand Citroen required.—Cobb 50, Harley House, N.W.1. [W1086

FULL value paid for Citroen or similar.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W5016

CITROEN, 12 or 15hp Roadster; must be in first-class condition.—C. H. Stephenson, Wilmot Breeden, Ltd., Birmingham, 25. [8765

CITROEN.—John S. Truscott, Ltd., urgently require good examples; highest prices for cash or exchange.—173, Westbourne Grove, W.11. Bay 4274. [W4055

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Citroen Cars Wanted

CITROEN cars wanted for cash or part exchange by the Citroen specialists and stockists.—The Hindhead Motor Works, Ltd., Hindhead, Surrey. Tel. 663. [W2061

H. F. EDWARDS urgently require good Citroen for immediate cash; distance no object; details please to.—200, Great Portland St., London, W.1. Tel. Langham 0012. [W2005

Citroen Spares and Service

SOUTH of the Thames.

BALES of Croydon, distributors and specialists for over 25 years, repairs, overhauls and spares.—Tel. Croydon 5131-2. [0187/R

THE HEADINGLEY MOTOR & ENG. Co., Ltd., 8, Otley Rd., Leeds, 6. Tel. 52627-8.

THE Citroen Specialists, all spares stocked, immediate exchange drive shafts, gear boxes, steering units, etc. [0061/R

WIDCOMBE GARAGES, Ltd., Bulteney Rd., Bath 4865.—Citroen parts, reconditioned drive; trains 48-hr. service. [9096

SHRIMPTON'S MOTORS, Ltd., London Distributors, Head office and showrooms.—242-244, Brompton Rd., S.W.3. Kensington 9464.

SPARES and service.—47, Montrose Place, Halkin St., Hyde Park Corner S.W.1. Tel. Sloane 5490. [0727/R

WOODFORD CAR MART, Essex distributors for Citroen cars, sales, service and reconditioning.—Woodford New Rd., Woodford Green, Essex. Buckhurst 0017 [0200/R

CITROEN.—We are distributors for N.W. Kent and specialise in reconditioning these cars; front drive assemblies fitted from stock.—Barnehurst Garage, Ltd., Bexleyheath 725. [0746/R

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11 (Bow 2284); specialists on Citroen body repairs and mechanical overhauls, swivel joints reconditioned 48-hr., all spares stocked [0585/R

CONNAUGHT

1953 Connaught 2-seater sports, 1,330 miles, amazing bargain; £745.—Richards & Carr, 55, Kinnerton St., London, S.W.1. Sloane 5424. [C3045

CORD

CORD Westchester saloon (first reg. 1950), built-in radio mechanically perfect; £575.—D. Rough, 23, Carlton Drive, Leigh-on-Sea, Essex. Tel. 78997. [8668

DAIMLER

R. F. FUGGLE, Ltd.

1951 Daimler Consort saloon, genuine mileage 4,000, fitted radio, colour blue; £1,325.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [C2017

COACHCRAFT offer:—

£275 o.n.o.—1938/9 Daimler 2½-litre saloon, direct from ownership of local general and serviced regularly by main agents, no repairs of any sort required, many extras fitted, a very distinctive car in outstanding condition throughout and suitable for use by professional man; 3 months mechanical guarantee; terms and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [C1053

J. DAVEY, of Kensington.

DAIMLER Consort (1951) saloon, a superior quality car in immaculate condition, extras; £1,070, exchanges welcomed.

180/4 Kensington High St., Western 9641 and 215, Brompton Rd., S.W.3. Ken. 1108. [C1069

ANDOVER MOTOR Co., Ltd., offer:—

£395—(1957) Daimler Light Straight Eight, engine completely reconditioned, coachwork and interior in really lovely condition and in every way a most desirable private car, black with brown leather.—Andover, Hants. Tel. 3405. [C1003

GUY SALMON AUTOMOBILES, offer:—

1950 Daimler 2½-litre Barker foursome drop head coupe, genuine 18,000 miles from new, one owner, in superb condition throughout; £985.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

STRATETONE, Ltd., Daimler Distributors.

DAIMLER 2½-litre Conquest saloon (1953), mileage under 5,000, as new; £1,450.

DAIMLER 2½-litre Consort (1951), black with beige leather, low mileage; £1,150.

DAIMLER 2½-litre saloon (1949), blue with blue leather, most attractive; £850.

DAIMLER 4½-litre limousine, blue with cloth to rear, very well maintained; £450.

STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404). Service, 7, Herbrand St., Russel Sq., W.C.1 (Terminus 7464). [C4022

BROOKLANDS: Individuality, new and used cars.

1953 Daimler Conquest saloon, mileage 1,500.

103 New Bond St., London, W.1. Mayfair 8551-6. [C1029

1953 Conquest saloon, one owner, black/green leather, 1,500 miles; £1,495; also

1951 Consort saloon, black, red leather, heater, loose covers, 21,000 miles, one owner; £1,025.

1949 2½-litre foursome coupe by Barkers, black/brown leather, 12,100 miles; £795.

JACK OLDING & Co., Ltd., North Audley St., W.1. Mayfair 5242. [C3030

1947 Daimler 2½-litre saloon, magnificent car; £610.—Autowork, Ltd., Winchester. Tel. Winchester 4634. [C1010

1950 Daimler drop head coupe by Barker, 22,000 miles only.—British & Colonial Motors, Ltd., 13/14 Upper St. Martins Lane, W.C.2. Temple Bar 3588. [C1027

DAIMLER 2½-litre 1947 black sun saloon, heater, radio, taxed, 52,000 miles, exceptional condition; £750.—Welham, Surbiton Hill Rd., Surbiton. Elmeridge 1873. [0962/R

DAIMLER

DAIMLER 2½-litre special 4-light sports saloon, heater, radio, etc., as new £950.—Box 0667. [8926

695 gns.—Daimler late 1948 2½-litre saloon, black, sliding head, red leather, heater, carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below.

365 gns.—Daimler (September 1939) 2½-litre saloon, blue, sliding head, blue leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1937 EL24 limousine, partition, seven seats, overhauled, excellent condition throughout, taxed.—Taylor & Lown, 2, Rosemont Rd., N.W.3, N.W.3. Hampstead 5885. [8887

STRAIGHT 8, two shades grey, 1949, mileage 14,000, mechanically perfect, attractive, roomy, well equipped, radio, etc; £1,750 or offers; must sell.—Wilson, Lane End, Willaston (87), Wirral. [8954

ROYS offer, 1938 Daimler 2-litre saloon, discs, a well preserved car; £350, h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. (Near Camden Town Tube Station). Euston 2700 and 8894. [C3059

EXCHANGE your present Daimler car for new or used models; demonstrations by appointment.—Write or 'phone Ralph Clews at the old-established Daimler Agents, Coventry Motor Mart, Ltd., Coventry 2146. [0444

1950 Daimler Consort saloon, finished in black with green leather upholstery, one very careful owner, speedo reading, 32,000; exceptional condition throughout; £900; insurance and h.p. terms arranged.—Wadham Bros., Ltd., Automobile House, Banister Rd., Southampton. Tel. 2991, ext. 56. [8807

LIMOUSINE, 1937/32hp, partition, widest occasionals, swept tail, black, exceptional condition throughout, concealed luggage carriers. Alpe & Saunders. Providence Court, North Audley Street, Mayfair-2941. [C1006

Daimler Cars Wanted

KIRKWOOD CARS. Buy most types of Daimler.—78, Streatham Hill, S.W.2. Tulse Hill 1288. [W2037

REQUIRED, good used Daimler.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

DAIMLER 16hp 1937 sportsman's saloon, one owner, reasonable price; Abbey 4100, Ken. 5718 evenings.—Box 0555. [8696

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Daimler.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

7-PASSENGER 1937/38/39 privately owned EL.24 also 1938/32hp Limousines required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

Daimler Spares and Service

DAIMLER and Lanchester specialists.—Debnam Motors, 17 Atherstone Mews, S.W.7. Western 4541. [6432

ARCOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169 Fulham Rd., S.W.3. Kensington 7301. [0236/R

KINGSTON-ON-THAMES.—Daimler sales and service.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241-2. [8405/R

ALLEN'S Victoria Rise, Clapham, S.W.4. Daimler and Lanchester appointed agents and specialists for spares, repairs, etc.—Tel. Macaulay 6252-4 and 4199. [0460/R

DELAGE

BROOKLANDS.—Individuality, new and used cars.

1951 Series Delage D.6 saloon, mileage 9,000.

103 New Bond St., London, W.1. Mayfair 8551-6. [C1029

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars" [C1046

1950 (Dec.) Delage D6 saloon, extraordinary good condition; £1,350.—Clayton's Cars (London), Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

Delage Cars Wanted

REQUIRED, good used Delage.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

Delage Spares and Service

SELBORNES, World Concessionaires, engine and body repairs; parts supplied.—82, Park St., W.1. [0659/R

DELAHAYE

SELBORNES, World Concessionaires.—135M sedanca, 275 miles only; greatly reduced price, £2,550.—82, Park St., W.1. [6508

Delahaye Spares and Service

SELBORNES, World Concessionaires, engine and body repairs; parts supplied.—82, Park St., W.1. [0660/R

DELLOW

GORDON GARAGE (DULWICH), Ltd., Dellow distributors for London and South-Eastern counties.—33-35, East Dulwich Rd., London, S.E.22. New Cross 3704. [0610/R

DELLOW 1950 in excellent condition, reconditioned engine, Woodhead-Monroe shock absorbers, Wade super-charger not fitted but included; £425 or nearest offer.—Midland Road Tank Services, Ltd., 5 Green Lane, Walsall 5674. [8397

DE SOTO

SIMPSON'S offer:—

1951/52 De Soto station wagon.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley. Wembley 8691/3903 [C4015

D.K.W.

B. & M. GARAGES, Ltd., for super reconditioned D.K.W. cars and guaranteed spares; brand new crankshafts, sleeved cylinder blocks; both items on exchange basis, plus packing, etc.; repairs and overhauls our speciality.—B. & M. Garages, Ltd., 42a, St. Michael's St., W.2. Paddington 6877. [0016/R

D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crankshafts.

C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction. Bat. 0871. [0066/R

Dodge Spares and Service

DODGE specialists, repairs, spares, exchange engines.—Church Road Engineering Co., Ltd., Dodge Distributors, Hadleigh, Essex. Tel. 58474/57127. [0192/R

DODGE specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2254. [0362/R

DYNA PANHARD

1952 Dyna Panhard, actual Motor Show car for sale; £850.—Anthony Crook Motors, Ltd., Caterham Hill, Surrey. Tel. 2232-3. [C1065

FIAT

WM

1937 Fiat 500cc saloon in grey, with newly furnished interior, very good runner; £125.—Welbeck Motors, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 5991 (6 lines). [C4049

S. & S. MOTORS for quality Fiats as below.

1938 500, fitted reconditioned engine, excellent condition; 3 months' guarantee; £200.

1940 1,100cc 4-door saloon, in beautiful condition, Laystall balanced crankshaft, new tyres, leather upholstery, twin spotlamps, windtones, luggage rack and radio; 3 months' guarantee; £385.—S. & S. Motors, 165a, Westbourne Grove, W.11. Bayswater 1644. [8826

1939 Fiat 500 convertible, excellent all round; £275.—Sloane 7218. [9014

1938 Fiat 500; £195.—Barrett, 32, Highfield Ave., Aldershot. Aldershot 749. [8825

1500 Fiat, 1937-6, excellent condition, new tyres and battery; £185.—Radlett 6161. [8193

1938 supercharged saloon, as new, radio; £465.—Mansfield Autos, Ltd., Euston 2587. [C3001

£225—1939 Fiat 500 convertible, reconditioned engine, re-upholstered, black with red.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

1940 500 4-seater convertible, reconditioned engine, heater; £295.

CLAIRMONTE BROS. always have several 500 Fiats from £200-£300, some with reconditioned engines.—Shanklin Rd., London, N.8. Mountview 5285. C1056

FIAT 500, 1938, in very good condition, saloon; £250.—Chepstow Garages, Ltd., Ledbury Rd., W.11. Bayswater 2949. [C1042

295 gns.—Fiat 1100 1939 saloon, black, sliding head, fawn leather, excellent condition; terms, exchanges.—Rowland Smith, below.

225 gns.—Fiat 500 1938 coupe, black, red leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1938 (Aug.) 1,100cc Fiat 4-door saloon, one owner, excellent mechanical condition; £235.—Pangbournes Garage, Arragon Rd., Twickenham. Popesgrove 1960. [8476

FIAT 500, excellent condition, new battery, good tyres, reupholstered, very smart car, economical, nippy performance, must sell; £175 or near.—4, Camden High St., N.W.1. [8907

MAYFAIR GARAGES, Ltd.—Although almost exclusively a Fiat organisation, are able to take other makes of car in exchange for Fiats at competitive allowance prices; below.

MAYFAIR GARAGES, Ltd., have the finest selection of pre- and post-war Fiat cars in the country available for inspection and trial at their showrooms; below.

MAYFAIR GARAGES, Ltd.—1948 (reg. June, '51) 1100C 4-door pillarless de luxe saloon, l/h drive, recellulosed grey, very smart car with outstanding road performance, 3 months guarantee; £450; below.

MAYFAIR GARAGES, Ltd.—1939 500 de luxe convertible saloon, grey, beige leather upholstery, good tyres, carefully used and economical car with excellent road performance; 3 months' guarantee; £325; below.

MAYFAIR GARAGES, Ltd.—1939 (October) 2nd series 500 de luxe convertible coupe, two-tone brown and beige, bumpers, excellent condition throughout, 3 months' guarantee; £295; below.

MAYFAIR GARAGES, Ltd.—1936 1500 4-door pillarless saloon, recellulosed grey, red leather upholstery, good tyres, roomy car with excellent road performance, 3 months' guarantee; £195; below.

MAYFAIR GARAGES, Ltd.—1937 500 hardtop coupe, green, in serviceable condition; £145; below.

MAYFAIR GARAGES, Ltd.—Over 20 guaranteed Fiats always in stock, all carefully prepared for lasting service by skilled mechanics; send for price list and illustrated literature, below.

MAYFAIR GARAGES, Ltd., Fiat Sales and Service, Balderton St. (opposite Selfridges), Mayfair, W.1. Mayfair 3104-5. Open 9-6. Saturdays 9-1. [C3009

C. V. RUSHMER, The Fiat Specialist, offers 1939 500 fixed head coupe, completely rebuilt, showroom condition guaranteed, £425; 1939 500 coupe, excellent order, guaranteed, £295.—39, Holland Park, W.11. Park 5731. [C3061

£325!!!—This must be the bargain of the week: 1947 model (first registered in this country Oct. 1950) Fiat 500 cabriolet, new engine a few weeks ago, taxed year.—Northern Motors of Harrow, 186-194, Pinner Rd., Harrow 4444. [C3025

Fiat Cars Wanted

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Fiat.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MAYFAIR GARAGES, Ltd.—Cash for Fiats.—Balderton St., W.1. Mayfair 3104. [0695/R

H. F. EDWARDS urgently require good Fiat for immediate cash; distance no object; details please to.—200, Great Portland St., London, W.1. Tel. Langham 0012 [W2005

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Fiat Spares and Service

FIAT 500 trouble?—Try B.D.J. (England), Ltd., 65, Lowlands Rd., Harrow. Byron 6028. [0325/R

FIAT 500cc genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamos, timing chains, etc., guaranteed repairs.—S. & S. Motors, 165a, Westbourne Grove, W.11. Tel. Bay. 1644. [0156/R

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. 'Grams: Fiat, Wembley. [0909/R

MAYFAIR GARAGES, Ltd.—£35. Fiat 500, fully reconditioned S/E engines; immediate delivery; Fiat repairs and renovations at competitive prices.—Mayfair Garages, Ltd., Balderton St., W.1. Mayfair 5104; open 9-6. Sats. 9-1. [0652/R

FORD (8 h.p.)

CAR MART, Ltd.

1953 Ford Anglia saloon, 2,000 miles; £465.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3454. [C1059

PERRY'S OF HARROW

HAVE an excellent selection of post-war 8hp saloons available.

PHONE Harrow 4282 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middx. (Opp. Bus Depot.) [0099/R

HENDON CENTRAL GARAGE, Ltd., offer:—

1949 Ford Anglia, black and green, taxed year, absolutely unmarked; £375.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

MAKIN & HARRISON, of Chiswick, offer:—

1948 Anglia, black, Tygan seat covers, £329; deposit £110.—492/6, Chiswick High Rd., London W.4. Tel. Chiswick 0558. [9015

MEBES & MEBES, Ltd. (Est. 1895), offer:—

1953 (April) Ford 8hp Anglia, grey, brown leather upholstery loose seat covers, 3,500 miles, one owner, taxed; £435.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [C3012

1951 Anglia, 12,000 miles, one owner, mist green, beige, radio, fog lamp, taxed year; £410.

GEE CARS, Ltd., 60-62, Queenstown Rd., S.W.6. Mac. 3363. [8846

£350—Ford Anglia saloon, 1949, colour black, rexine upholstery, grand interior condition.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [C2008

1952 Ford Anglia, as new; £400.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

1936 Ford 8 saloon in good condition; £125.—91, Garratt Lane, Wandsworth, S.W.18. Battersea 5770. [C4062

£325—Ford 8 1939 2-door saloon, immaculate leather interior, excellent mechanically, good cellulose; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, H.P. [C1017

395gns.—Ford Anglia, 1951 saloon, black, one owner, excellent condition; terms, exchanges.—Rowland Smith, below.

225gns.—Ford Anglia, 1940 saloon, pastel green, very good condition; terms, exchanges.—Rowland Smoth, below.

195gns.—Ford 8 1938 saloon, black, good condition, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4016

1939 Ford 8 saloon, £195, or £65 deposit; part exchange, terms arranged.—King's Autos, 725/7, High Rd., Seven Kings. Tel. Seven Kings 3536. [C2048

1949 Ford Anglia saloon, one owner, excellent condition, guaranteed; £355, exchanges, terms.—Palmers, 4, Russell Gardens Mews, Kensington, W.14. Park 9704. [C5034

1952 Ford 8hp Anglia, 4,000 miles only, many extras, will consider any reasonable cash offer or part exchange.—Lawton-Goodman, 56, North Audley St., W.1. [C2062

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1, and 8-14, Meard St., Soho, W.1. Langham 1594-5.—1946-50 Ford Anglia saloons, low mileage, all guaranteed; also earlier models. [0578/R

JACK ROSE, Ltd., offer 1952 Ford Anglia, 12,000 miles, in spotless condition, loose covers, etc.; price £400.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C5056

1951 Ford Anglia saloon, 12,000 miles, one owner, loose covers, almost indistinguishable from new; £405.—Garage Service Co., Ltd., 1081, Finchley Rd., Temple Fortune, Golders Green, N.W.11. Speedwell 8022, 3467 or 7008. [C2019

PRIDE & CLARKE, Ltd.—1952 Ford Anglia saloon, black/brown leather, 12,000 miles, one owner, loose covers, £409; 1951, black/beige leather, £399; 1950, black/brown leather, £369; 1949, black/brown leather, one owner, £349; 1948, black/brown leather, £329; 1946, black/green or black/red interior, choice of 2, £269; 3 months' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

Ford Eight Cars Wanted

CMT HE CAR MART, Ltd., wish to purchase Ford 8 cars.—320, Euston Rd., N.W.1. Euston 1212. [0172/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

1946 7 Anglia wanted, in excellent condition.—80, Kingsbury Rd., N.W.9. Col. 7549. [8864

FORD (10 h.p.)

CAR MART, Ltd.

1952 (Dec.) Ford Prefect saloon, 5,000 miles; £525.

1949 Ford Prefect saloon, 33,000 miles; £395.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1059

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY. The Hire-Purchase specialists.

1952 Ford 10 Prefect saloon, one owner only, 10,000 miles genuine, in really superb order throughout; 495gns.

HIRE Purchase terms on the spot with no references, no formalities or guarantors, part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

PERRY'S OF HARROW

HAVE an excellent selection of post-war 10hp saloons available.

PHONE Harrow 4282 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus Depot). [0100/R

ALLAN TAYLOR MOTORS, Ltd., offer:—

1948 Ford Prefect, reconditioned throughout; £385.

1950 Ford Prefect, leather upholstery; £425.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4433 (5 lines). [9013

W. J. BROWN, Ltd., established over 30 years.

1952 Ford Prefect saloon, black, red leather, one owner, as new; £525.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1952 Ford Prefect, green with brown leather, export model, 14,000 miles; £475.

1948 Ford Prefect, black/brown leather; £365.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

DAGENHAM MOTORS, Ltd., Ford main dealers.

1951 Ford Prefect, black, hide, 14,000; £495.

56 Park Lane, W.1. Hyde Park 4866; 374 Ealing Rd., Alperton, Middx. Perivale 3588; and 6, 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066

1949 Ford Prefect saloon, new engine, leather upholstery, immaculate; £395.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [C4053

PREFECT 1949, reconditioned engine, many extras; offers over £375.—Tel. Reading 81518. [8958

FORD Prefect saloon, 1939, thoroughly reconditioned, good appearance; £250 or nearest offer.—Box 0624. [8815

£450—Ford Prefect saloon, 1951, green, leather upholstery, in the hands of one careful owner only.

£485—Ford Prefect, 1952, leather upholstery, smart bodywork, good mechanical condition.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [C2008

1947 Ford Prefect, black with smart interior, all new tyres, reconditioned throughout, bargain £365.

DOUGLAS CAR SALES, 806-822, Great Cambridge Rd., Enfield. Tel. Enfield 3150. [C1075

1953 (May) Ford Prefect, green, brown leather, 5,600 miles; 6 months' guarantee; £525.—Haskins, Ladbroke 1155. [C5027

PREFECT (April, '50), beautiful condition, 8 extras, recon. engine, good tyres, battery; best offer over £400:—Datchet 10. [8939

1939 (40) Ford Prefect saloon, black/red leather, good condition; £225.—After 6 p.m., 67, Meadow Ways, Cranford Lane, Heston. [8824

1947 Prefect, black/brown leather, one owner, very low mileage, quite unmarked inside; £375.—80, Kingsbury Rd., N.W.9. Col. 7542. [8962

1951 Ford Prefect saloon, green, one owner, as new, 15,000 miles; £460.—Sinclair, Burcote, Ellesmere Rd., Weybridge. Tel. 452 after 8 or week-ends. [8895

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1, and 8-14, Meard St., Soho, W.1. Langham 1594-5.—1946-50 Ford Prefect saloons, low mileage, all guaranteed. [0579/R

1949 (Oct.) Ford Prefect saloon, leather, excellent condition, guaranteed; £395, exchanges, terms.—Palmers, 55, York St., Twickenham. Popesgrove 1690/7097. [C5054

1951 Prefect, one owner, £50 (receipts shown) just spent bringing car to near new condition, loose covers, taxed; £425.—Wes. 0628. Write Owner, 50, Gloucester Rd., E.W.7. [8952

345gns.—Ford Prefect 1947 saloon, black, green leather, excellent condition, terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

PRIDE & CLARKE, Ltd.—1951 Ford Prefect saloons, beige/beige or blue/blue leather, 16,000 miles, one owner, choice of 2 from £449; 1949, black/brown or green/brown leather, choice of 2 from £349, 3 months' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.9. Brixton 6251. [C5068

Ford Ten Cars Wanted

MARSTON MOTOR Co., Ltd., for your Ford 10.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0179/R

Ford Ten Cars Wanted

CMT HE CAR MART, Ltd., wish to purchase Ford 10 cars.—150, Park Lane, W.1. Grosvenor 3454. [0174/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD CONSUL

S.M. offer:—

1953!!! (April) Ford Consul, black, red leather, heater, radio; price £785.—Star Motors, Lower Henley Rd., Caversham, Reading. Tel. Reading 72753. [3435

ACRES offer:—

1953 Ford Consul, green, red leather, 7,000 miles only, £710.

ACRES AUTOS, Ltd., 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

CAR MART, Ltd.

1953 Ford Consul saloon, heater, 4,000 miles; £750.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3454. [C1059

TOM GARNER, Ltd., offer

1953 Ford Consul saloon, black with red upholstery, radio, 4,000 miles only, £799.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

WARWICK WRIGHT, Ltd., offer:—

1953 Ford Consul saloon, black, 8,000 miles; £755.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

DAGENHAM MOTORS, Ltd., Ford main dealers.

1951 Ford Consul, beige, radio, heater, 18,000; £635.

1952 Ford Consul, green, radio, heater, 16,000; £675.

56 Park Lane, W.1. Hyde Park 4866; 374 Ealing Rd., Alperton, Middx. Perivale 3588; and 6, 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066

W. J. BROWN, Ltd., established over 30 years, used Ford specialists.

1953 (March) Ford Consul saloon, black with red leather upholstery and heater, one owner, £765.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

£725—March '53 Consul, 5,000 miles, radio and heater, beige with red, as new.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

1952 Consul, opal, radio, heater, leather covers, 7,000 miles; £685.—Erith 5265. [8874

1953 Consul, black, 4,900 miles, many extras; £710.—Harvey Hudson, Ltd., South Woodford, E.18. Wanstead 0056. [W2059

1953 Consul, grey/red, 7,000 miles, immaculate, view London; £735.—Lowlands, Wallington, Fareham, Hants. [8957

1952 Ford Consul Opal (blue/beige), 2,700 miles, specimen car; £685.—Sidford Car Sales, Southampton. [9064

1951 (October) Consul, black, radio, loose covers, 19,000 miles; £625.—Gibbs, 87, Rutland Ave., Southend-on-Sea. [8950

1953 (registered 1952) Ford Consul, 10,000 miles, £700.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4856. [C4028

1952 Consul, sand, beige leather, mileage 16,000, condition equal brand new, radio, heater, taxed Dec.—Cutler, Walberton, Sussex. Tel. Eastergate 367. [8948

645gns.—Ford Consul, 1952 saloon, pastel green, fawn leather, radio, heater, one owner, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Ford Consul Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Consul.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FULL value paid for Consul or similar.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W5016

PRIVATELY owned Zephyr or Consul.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2057

FORD ZEPHYR

WHAROLD PERRY, Ltd., Invicta Works, 179, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1951 (June) Ford Zephyr Six saloon, green leather, heater, radio and loose covers, immaculate car; £755.

THIS car is available for demonstration anywhere, any time; hire purchase terms can be arranged.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [C5042

J. DAVY, of Kensington.

6000 miles only Zephyr (1955), leather, heater, £765.

180—4, Kensington High St. (Western 9641), and 21a, Prompton Rd., S.W.5 (Ken. 1108). [C1069

B. J. HUNTER, Ltd., offer:—

1953 Ford Zephyr saloon, 5,000 miles only, radio, heater, etc.; £855.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

1951 Ford Zephyr, green/beige, radio and heater, £665.—Sidford Car Sales, Southampton. [9065

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD ZEPHYR

GLANFIELD LAWRENCE offer:—

1951 Ford Zephyr saloon, one owner, 10,000 miles, metallic green, radio, heater, leather, as new; £699.—407, High Rd., N.12. Finchley 0091. [C2053

1953 Ford Zephyr saloon, one owner, 7,000 miles, extras, definitely as new; £775.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [C4053

1953 Ford Zephyr saloon, all extras, as new; £815.—Mansfield Autos, Ltd., Euston 2587. [C5001

1951 Ford Zephyr saloon, radio and heater, beige leather upholstery, in beautiful condition throughout, many extras, taxed; £685.

COLE'S GARAGES, Worple Rd., Wimbledon, London, S.W.19. Tel. Wimbledon 0195-6. [C1054

1953 Zephyr, under 4,000, delivered June, black/red hide, heater, Rimbellishers and fog light; £775.—Red Rica, 58, Battersea Bridge Rd., S.W.11. Battersea 6171. [9021

1951 Ford Zephyr saloon, radio, heater, one owner, immaculate condition; £695, exchanges, terms.—Palmers, 53, York St., Twickenham, Popesgrove 1890/7087. [C3054

1952 (October) beautiful Zephyr, genuine 9,000, heater, leather, one owner, as new; £755; this car is being sold cheaply as we are now specializing in Jaguars only.

CHEPSTOW GARAGES, Ltd., Bayswater 2949. [C1042

725 gns.—Ford Zephyr, September 1952 (1953 Series) saloon, Canterbury green, radio, 8,000 miles, spare unused, exceptional condition; terms, exchanges.—Rowland Smith, below.

625 gns.—Ford Zephyr, 1951 saloon, duo-green, fawn leather, radio, heater, one owner, excellent condition; terms, exchanges; flat; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1953 model (Nov.) Zephyr saloon, radio, heater, hide, clock, fog lamps, mats, taxed, miles 8,000; £750.—E. C. Stearns & Co., Ltd., 250/262, Brompton Rd., S. Ken., S.W.3. Ken. 0061. [8842

1953 (April) Ford Zephyr, Canterbury green, fawn leather, heater, radio, 4,000 miles only; a superb example; £635; many others; exchanges, deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bay. 4274. [C4035

Ford Zephyr Cars Wanted

WANTED, crashed or damaged Ford Zephyr.—Box 0067. [5917

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Zephyr.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

FORD (V.8)

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1949 Ford Pilot, black and brown leather, heater and radio, etc., one owner (choice of 2); £465.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

DAGENHAM MOTORS, Ltd., Ford main dealers.

1951 Ford Pilot, black, radio, heater, 20,000; £550.

56 Park Lane, W.1. Hyde Park 4866; 374 Ealing Rd., Alperton, Middx. Perivale 3388; and 6, 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066

1949 (December) Ford Pilot, new engine; £595.—Hillingdon Motors. Tel. Uxbridge 412. [C2062

1950 Ford Pilot saloon in excellent condition, good tyres and interior; £465.—79, St. David's Hill, Exeter 200411. [8801

FORD V.8 30hp drop head coupe; £175; terms, exchanges.—Norman Autos, 354, London Rd., W. Croydon. Tel. Tho. 4657. [9072

£300—1946 American Ford V.8, mouth organ front, clean car; terms.—Autoships, 5, Balham High Rd., Balham 1509. [C1009

1944 Canadian Ford V.8 saloon, r.h.d., leather, excellent condition; £575.—Woking Motors (Maybury Hill), Ltd., Woking 1936. [C4057/1

1949 Ford Pilot, in black with brown leather upholstery, heater; £445.—Hindhead Motor Works, Hindhead, Surrey. Tel. Hindhead 663. [C2061

£325—1939 Ford 91A black saloon, leather interior, faultless runner, clean condition; £110 down.—Below.

£135—Ford drop head coupe, 30hp, rebuilt and registered 1949; £65 down.—Below.

£195—1938 Ford 30hp 81A wooden body utility, clean, nice runner; £85 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1949 Ford Pilot saloon, black, excellent order throughout; £455.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

SEPTEMBER, 1950, Ford Pilot, black/beige leather, radio, heater, showroom condition; £480.—Blue Star Garage, 63, Fortune Green Rd., West Hampstead, N.W.6. Ham. 2211. [C4051

1950 (Nov.) Ford Pilot saloon, black and beige, 22,000 miles, one owner, radio and heater, specimen car; £495.—S. Bowen & Son, Hillside Garage, Edgware. Tel. 4464. [C1023

ROYS offer: 1949 Ford Pilot, leather, heater, taxed; £595; h.p. and exchanges.—Roys Automobiles, Ltd., 177, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C3059

Ford V.8 Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Ford V.8 cars.—320, Euston Rd., N.W.1. Euston 1212. [0175/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford V.8.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

UTILITY—FORD OR OTHER BODIES

FORD 8 Martin Walter Utilecon, 1950, finished stone and brown, very nice condition; £325; terms.—A. E. Palmer Motors, 12, Church St., Luton 4212. [8995

1949 (Nov.) Ford 10 Martin Walter Utilecon 7-seater, flush seats, excellent condition; £375, exchanges, terms.—Palmers, 53, York St., Twickenham, Popesgrove 1890/7087. [C3034

1949 Ford 10hp Martin Walter estate car, 1,000 since factory reconditioned engine, immaculate condition, sprung steering, interior lined toning green, rubber floor, new covers, ideal for family; engineer's certificate condition 100%; available service owner changing station; £425.—Box 0628. [8817

AMERICAN FORD

SIMPSON'S offer:—

1953 Ford 6-cylinder, low mileage.

1950 Ford 2-door, all extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley, Wembley 6691/3503. [4015

ON all matters of sales spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506/9. [0749/R

FORD MISCELLANEOUS

CHARLES FOLLETT, Ltd., offer:—

1951 Ford Zephyr saloon, metallic green, heater, radio, one owner, exceptionally well maintained car, 3 months' guarantee; £725.

1950 (Oct.) Ford Pilot sal., dark blue, blue leather, heater and radio, 22,000 miles, very good condition, guaranteed; £495.

18, Berkeley St., W.1. Mayfair 6266.

SERVICE Works & Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956. [C2010

Ford Miscellaneous Cars Wanted

RS

ROWLAND SMITH'S, The Car Buyers, highest cash prices for Ford.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

FORDS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0823/R

WANTED, Ford 8/10, after 1936, saloon or tourer; no objection to repairs.

THE FORGE GARAGE (PETERSHAM), Ltd., 192, Petersham Rd., Petersham, Surrey. Richmond 1854 [W2011

H. F. EDWARDS urgently require good Ford for immediate cash; distance no object; details please to.—19, Seabrook Rd., Hythe, Kent. Tel. Hythe 67311. [W2059

Ford Spares and Service

NORMAND, Ltd.

MODERN equipment handled by a skilled staff ensures good service.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0228

ALLAN TAYLOR (MOTORS), Ltd.,

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stock of genuine Ford parts.

VANDYKE 4433 (5 lines). [0314/R

FRANK G. GATES Ltd., High Rd., Woodford Green (Tel. Wanstead 2235), main Ford dealers, service and all spares. [0093/R

WE have one of the biggest stocks of Ford spares in the country from model A, V.8, W.D. types and tractor to the current models. Ford reconditioned engines, reconditioned BB engines, etc.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham. Rainham 770 (8 lines). Also 66, High St., East Ham, E.6. Grangewood 1130. [8306/R

FRAZER NASH

1932 Frazer Nash chain drive 1½-litre open 4-seater, good condition; £120.—Box 0576. [8750

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FRAZER NASH-B.M.W.

PERFORMANCE CARS.—Good selection always available, written guarantee.—See under "Sports Cars." [C5041/R

327/80 F/H coupe, March, 1939, magnificent condition; £595; exchange considered.—24, Park Hill, Moseley, Birmingham, 13. [8065

BARTLETT.—Frazer Nash-B.M.W. 327/90 saloon and coupe, also special 328 saloons; prices from £475.—27a, Pembridge Villas, W.11. Bayswater 0523. [C1013

£345!!! 1948 Frazer Nash-B.M.W. 2-litre sports saloon, excellent example of properly maintained real motor car, thoroughly recommended, 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

FN.-B.M.W. with striking aerodynamic sports saloon body in aluminium, built two years ago by specialist, on 1½-litre sports chassis, excellent acceleration and performance; £525.—Tel. Malden 5036. [8972

Frazer Nash-B.M.W. Cars Wanted

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash-B.M.W.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HEALEY

H. A. SAUNDERS, Ltd., offer:—

1953 Austin-Healey Hundred sports 2-seater, one owner, recorded mileage 1,970; immaculate condition throughout.

836—842, High Rd., N.12. Hillside 5272 (6 lines). [C2027

KNIGHTSBRIDGE MOTORS, Ltd.

1949 Healey Duncan streamlined sports saloon, finished in blue with red leather, heater, two owners only, in beautiful condition; £625.

3, Roberts Mews, Lowndes Place, Belgrave Sq., S.W.1. Sloane 4086. [C2063

BROOKLANDS, sole concessionaires Healey.—New 4-seater saloon, coupe and convertible 3-seater from stock.

1951 Healey Tickford saloon, one owner, radio.

1951 Healey Abbott coupe, small mileage.

1950 Healey Silverstone sports 2-seater.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 6351-6. [C1029

1948 Healey Elliott saloon, mechanically perfect, bodywork slightly blemished; £725, no offers.—Box 0599. [8787

3-litre convertible, Alvis engine, radio, heater, etc., superb car in excellent condition; £1,275 or offer.—Richards & Carr, 55, Kinnerton St., London, S.W.1. Sloane 5424. [C5045

1950 Healey Silverstone, 14,000 miles, colour red, excellent condition throughout; £750.—Anthony Crook Motors, Ltd., Caterham Hill, Surrey. Tel. 2232-3. [C1065

1953 Healey 3-litre convertible coupe, first regd. 20/3/53, maroon with light fawn leather, radio, very carefully used, indistinguishable from new; £1,350.—Herbert Robinson, Ltd., Cambridge. Tel. 4461. [C5053

Healey Cars Wanted

B. J. HUNTER, Ltd., offer:—

FOR immediate purchase of your Healey.

B. J. HUNTER, 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [W2040

RICHARDS & CARR buy Healeys.—55, Kinnerton St., London, S.W.1. Sloane 5424. [W3045

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, urgently require Healey cars, all models. [W1001

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Healey.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HILLMAN 10

BM

1952 Hillman Minx convertible coupe, one owner, 16,000 miles, fitted latest type 1,265 cc engine, mechanically faultless, two new tyres, perfect nimbus grey cellulose, black hood, spotless chromium and unmarked red upholstery and carpets, just checked throughout by us, full details available, a delightful car; £620 or exchange.—Beverley Motors, Beverley Rd., Highams Park, London, E.4. Larkswood 7208 or 2031. [C1086

CAR MART, Ltd.

1952 (Nov.) Hillman Minx Phase V saloon, 5,000 miles, £675.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039

SCOTT CARS offer:—

1950 Minx, one owner, immaculate; £525.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

WARWICK WRIGHT, Ltd. offer:—

1951 and 1953 Hillman Minx saloons and convertible coupes, many fitted heater, radio, all low mileage; from £595.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

ANDOVER MOTOR Co., Ltd., offer:—

1951 Hillman Minx, choice of two, one blue, one in black, both exceptional condition; each £580.—Andover, Hants. Tel. 3405 [C1003

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1953 Minx Anniversary saloon, 1,400 miles; £725.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018

PHŒNIX MOTOR Co. (SURREY), Ltd., offer:—

1952 (Nov.) Hillman Minx Mark V convertible, black, fawn upholstery, 4,000 miles only; £665; cars purchased.

PHŒNIX MOTOR COMPANY (SURREY), LIMITED, Sutton, Surrey. Vigilant 1121. [C3044

W. J. BROWN, Ltd. Established over 30 years.

1952 Hillman Minx saloon, 6,700 miles, blue, red leather, one owner, in beautiful condition; £655.

339, Finchley Rd., N.W.3. Hampstead 4414. [C1025

DAGENHAM MOTORS, Ltd., offer the following cars:

1952 Hillman Phase V drop head coupe, 9,000; £695.

1952 Hillman Phase V saloon, maroon, 5,000; £675.

56, Park Lane, W.1. Hyde Park 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3388; and 6, 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066

1953 Hillman Minx, just delivered, best offer.—Facilities, 64, High St., Epsom 3435, or Liberty 4390. [8993

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HILLMAN 10

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

ROOTES Group Dealers.

HILLMAN Minx drop head coupe. August '51, as new; £595.

1950 specimen Hillman Minx saloon, one owner, 20,000 miles genuine; £535; p/e and h.p. facilities.

MARLBOROUGH Works, Kenton Tel. Wordsworth 7805 (5 lines). [C1008

£375—Hillman Minx 1947, black, really smart body and interior condition.

£515—Hillman Minx 1950, leather upholstery, maroon, regularly maintained.

FERRARIS OF CRICKLEWOOD Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [C2008

1947 Hillman Minx saloon, one owner; £395. 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey Mountview 5228 and 5774. [C4054

£385!!!—1947 Hillman Minx saloon, attractive condition, fully maintained, excellent tyres.—Below.

£295!!!—1939 Hillman Minx saloon, faultlessly maintained, outstanding value, tyres practically new, 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12 Finchley 6221. (East Finchley Underground.) [C2052

£275—Hillman 1940 4-door saloon, sliding roof, leather interior, appearance as 1947; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, H.P. [C1017

£425—Hillman 10 1947 saloon, sliding roof, exceptional cellulose, engine just reconditioned; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, H.P. [C1017

1953 Hillman Minx Anniversary saloon, 1,100 miles; £740.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [C1010

1951 Hillman Minx Phase IV saloon, green, heater; £540.—Vandervella, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4037

1953 (May) Hillman Minx drop head coupe, black with red upholstery, mileage 3,000, extras; £695.—Tel. (London) West 7032. [9058

HILLMAN Minx saloon, 1947, one owner since new, licenced to December.—Tomkinson's Garage, Ecclesall 209, 8 a.m.—6 p.m. [8762

1953 (May) Hillman Minx drop head coupe, black with red upholstery, mileage 3,000, extras; £695.—Tel. (London) West 7032. [9052

1949, late, Phase III Minx, immaculate, many extras, grey, red leather; £480.—26, Windsor Rd., Kingston-on-Thames, Surrey. Kin. 2912. [8555

1948 Phase II Minx saloon, black, excellent condition £420.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

£85—1935 Hillman Minx de luxe saloon, one owner from new, in really nice order; delivered anywhere.—Wellow Cottage, Wellow, I. of Wight. [8974

1950 Hillman Minx Phase IV saloon, leather, low mileage, excellent condition; £495.—Pantiles Service Garage, London Rd., Guildford 5326. [C3035

1940 Minx saloon, 2,000 miles since £145 reconditioned, 3 months' written guarantee; £325.—Speedsters, Ltd., Horley (Surrey) 628, until 9 p.m. [C4020

1950 Minx, two owners, faultless and immaculate; £499; terms, exchange, demonstrated London.—Rudds, Central Station Approach, Worthing 4635. [9058

1951 Hillman Minx saloon (f.r. December 16, 1950), one careful owner, heater, black and red, 27,000 miles, original tyres; seen London; £575.—Box 0665. [8924

NAYLOR & ROOT.—1952 Hillman Minx Mark 5, blue/red hide, many extras, 12,000 miles; £695; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2282. [C5022

RADIO, heater, over-riders, Ace rimbellishers, Fram, all on a spotless 1950 power plus Minx saloon; £550; or exchange any coupe.—45, Shirehall Park, N.W.4. Hendon 1648. [9005

1948 (June) Hillman Minx Phase II foursome drop head coupe, one owner, recon. engine, black, brown leather, taxed, a delightful car; £425.—Elm Auto Sales, 68, Hartfield Rd., Wimbledon 4825/0472. [9026

ARCHIE SIMONS & Co., Ltd.—1946 Hillman Minx drop head coupe colour grey, leather to match, engine just overhauled, in exceptional condition throughout; £365.—94, Gt. Portland St., W.1. Lan. 1345. [C4015

HILLMAN 16

ROYS offer 1957 Hillman 16 saloon, new engine, excellent coachwork, etc., taxed; £175; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. (Near Camden Town Tube Station). Euston 2700 and 8894. [C3059

Hillman Cars Wanted

CMT

THE CAR MART, Ltd. wish to purchase Hillman cars.—150, Park Lane, W.1. Grosvenor 5434. [0871/R

RS

ROWLAND SMITH'S, The Car Buyers. Highest cash prices for Hillman.—Hampstead (Tube), N.W.5. Ham. 6041. [W4018/R

PRIVATELY owned Minx.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

FULL value paid for Hillman or similar.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

H. F. EDWARDS urgently require good Hillman for immediate cash; distance no object; details please to.—200, Great Portland St., London, W.1. Tel. Langham 0012. [W2008

Hillman Cars Wanted

ROOTES, Ltd.

DISTRIBUTORS.

REQUIRE modern low-mileage Hillman cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 5252.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 5401. [0108/R

WHY accept less for your Hillman Minx saloon or estate car when you can get its full market value from:—

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [W2008

BIRMINGHAM and Midlands.—Low mileage Hillman modern cars required by George Heath, Ltd., 180, 184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0088/R

NOTTINGHAMSHIRE distributors, Humber, Hillman, always prepared to purchase first-class condition recent models Hillman saloons and coupes.—R. Cripps & Co., Ltd., Parliament St., Nottingham Tel. 46581. [0552/R

Hillman Spares and Service

NORMAND, Ltd.

MODERN equipment handled by a skilled staff ensures good service.

NORMAND Ltd., 405-9, King St., W.6. Riv. 3665. [0227

LONDON & COUNTIES MOTOR MART, Ltd.

HILLMAN repair specialist (30 years), well-equipped works servicing, reboring and complete overhauls; spare parts stocked.—79-91, New King's Rd., Fulham, S.W.6. Renown 1185. [0676/R

CARRIS MOTORS for Hillman spares and service.—Lewisham Bridge, S.E.13. Lee Green 8585. [0720/R

BARKING.—For full stocks of spares and genuine service for Hillman owners come to Albon's Garage, Ltd., 105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0458/R

Hispano-Suiza Spares and Service

HISPANO spares and all repairs.—G. Brand, 47, Tamworth Rd., Croydon, Cro. 1742. [7544

HOTCHKISS

METCALFE & MUNDY, Ltd.

1950 Hotchkiss Paris-Nice model 4-door saloon, Cotal gear box, low mileage, excellent condition; £925.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

GUY ALFREDS & Co., Ltd.—1940 Hotchkiss 10hp drop head foursome, superb order.—6-7, Warren St., W.1. Euston 3268. [C1005

1938 Hotchkiss Paris Nice drop head coupe, genuine, 35,000 miles; £495.—Clayton's Cars (London), Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

GEOFFREY EDWARDS, Ltd.—1939 3½-litre Paris-Nice Hotchkiss, 4-door de luxe saloon, maroon/silver, blue leather, heater/air conditioning, twin Lucas tone horns, spotlights, just overhauled, magnificent elegant specimen; written guarantee; 399 guineas; hire purchase; part exchanges.—Amenbury Lane, Harpenden, Herts. Tel. 118. [C2000

Hotchkiss Cars Wanted

REQUIRED, good used Hotchkiss.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

H.R.G.

H.R.G. ENGINEERING Co., Ltd., for maker's spares, repairs and service; works reconditioned cars also available.—Oakcroft Rd., Tolworth, Surbiton, Surrey. Elmbridge 4469. [0570

H.R.G. Cars Wanted

REQUIRED, good used H.R.G.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for H.R.G.—Hampstead (Tube), N.W.5. Ham. 6041. [W4018/R

H.R.G. Spares and Service

CHARLES FOLLETT, Ltd., have a large stock of spares.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE. Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5956-7-8. [0594/R

HUDSON

HUDSON '48, red, 1950, r.h.d., radio, covers, new white wall tyres; £695.—16, Holliday Rd., Erdington, B'ham. [6967

1939 Hudson 22hp de luxe saloon, really exceptional condition; £355.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2045

£285—1939 Hudson 22 drop head foursome coupe, leather upholstery, clean condition; £100 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

HUDSON 1939 Country Club saloon, 4-door 22hp, 18/22 mpg, black, brown leather upholstery, radio, spotlights, windscreen, wanderlight, roofgrid; fast and roomy; £120.—Tel. Baillieston 1367, Vincent 52, Hillborough Rd., Garrowhill, Nr. Glasgow. [6770

Hudson Spares and Service

MANCHESTER.—Distributors of Hudson cars, large stocks of spares; repairs and overhauls.—Ardwick 4361/7.

WILLIAM ARNOLD Ltd., Upper Brook St., Manchester 13. [0516/R

Hudson Spares and Service

MANCHESTER.—Hudson spares and repairers.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0861/R

SPIKINS (TWICKENHAM), Ltd., the Hudson distributors for Hudson reconditioned engines; spares and service; quote chassis number.—83-101, Heath Rd., Twickenham. Tel. Popesgrove 1055-6-7. Telegrams: Spikins, Twickenham. [0568/R

HUMBER

ACRES offer:—

1953 Humber Hawk, 2,000 miles only, black, brown leather; £975.

ACRES AUTOS, Ltd., 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

CAR MART, Ltd.

1952 Humber Super Snipe saloon, 6,000 miles; £925.

1952 Humber Super Snipe saloon, 18,000 miles; £825.

1950—51 Humber Super Snipe saloon, 10,000 miles; £745.

1950 Humber Pullman limousine, radio, heater, 54,000 miles; £1,025.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5434. [C1039

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire-purchase specialists.

1948 Humber Hawk saloon, new engine fitted, mileage to date approximately 4,500, immaculate throughout, one owner; 455gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors. Part exchange on your present motor cycle or car. Always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. A Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards.) [C4047

ELITE MOTORS offer:—

1948 (October) Humber Hawk de luxe saloon, green/brown cloth interior, excellent condition, taxed year, H.M.V. push-button radio; £475.

ELITE MOTORS, 951/961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (10 lines). [C2005

TOM GARNER, Ltd. offer

1952 Humber Hawk Mark IV saloon, green with fawn leather, heater, radio; £895.

1953 series Humber Hawk Mark V saloon (current model), green with beige leather, heater, radio, many extras; £985.

1952 Humber Super Snipe Mark III saloon, black with red leather, heater, 6,000 miles only; £995.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

SWANMORE GARAGE offer:—

1952 Humber Super Snipe (newest type), nylon loose covers and extras; accept £895.

EXCHANGES or terms

SWANMORE Garage, 1176-1180 Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 45544. [C4024

H. A. SAUNDERS, Ltd. offer:—

1952 Humber Super Snipe touring limousine, black with beige upholstery, heater, recorded mileage 11,880; £925.

1952 Humber Super Snipe saloon, black with red upholstery, heater, recorded mileage 9,560; £895.

836—842, High Rd., N.12. Hillside 5272 (8 lines). [C2027

METROPOLITAN MOTORS offer:—

1950 Super Snipe saloon, one owner, taxed, perfect condition; £675.

1950 series Humber Hawk saloon, new large engine recently fitted, magnificent condition throughout; £675.—Metropolitan Motors, Horn Lane, Acton, W.3. Acorn 5064. [6469

WARWICK WRIGHT, Ltd., offer:—

1953 Humber Super Snipe saloon, steel grey, 2,000 miles; £1,295.

1951 and 1952 Humber Hawk saloons, many fitted radio, heater, all low mileage; from £795.

1953 series Humber Super Snipe saloon, steel grey, 8,000 miles; £1,250.

1953 Humber Hawk saloon, black, 1,000 miles; £1,020.

1952 Humber Super Snipe saloon, green, 16,000 miles; £895.

1952 Humber Super Snipe saloon (heater), black, 5,000 miles; £1,050.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

WANSTEAD MOTORS Ltd. offer:—

HUMBER Super Snipe, 1950 model, radio and heater, black, 29,000 miles; £595.

WANSTEAD MOTORS, Ltd., Cambridge Park, E.11. Wanstead 1000. [C4042

GUY SALMON AUTOMOBILES offer:—

1949 Humber Super Snipe saloon, grey, well maintained; £625.

1947 Humber Super Snipe saloon, a perfectly kept car, original paintwork in practically unmarked condition; £465.

1952 Humber Pullman chassis fitted 4-door shooting brake body in natural wood with metal parts cellulosed bronze, total mileage 4,000, a unique vehicle in brand new condition, cost new over £2,000, £1,895.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4011

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1950 Humber Hawk, grey with red leather, heater; £595.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HUMBER

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., ROOTES Group Dealers, offer:—

HUMBER Pullman 7-passenger limousine, 1952 series, chauffeur kept, black and chrome finish, leather front, cloth rear, many extras, one meticulous owner, mileage 18,000; this car is absolutely unmarked and as new; £1,325.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines). [C1008/1

PHŒNIX MOTOR Co. (SURREY), Ltd., offer:—

1948 (April) Humber Hawk saloon, gunmetal grey, grey interior, one private owner since new, recently fitted reconditioned engine and an excellent example of this series; £435; cars purchased.

PHŒNIX MOTOR COMPANY (SURREY), LIMITED, Button, Surrey. Vigilant 1121. [C3044

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

ROOTES Group Dealers.

1950 series Humber Super Snipe, metallic grey; this car is in immaculate condition throughout, one owner, nominal mileage; £625; choice of 2.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines). [C1008

1953 Humber Super Snipe, every extra; £1,195.—Mansfield Autos, Ltd. Euston 2587. [C3001

NEW Humber Hawk saloon, black, red leather, immediate delivery; list price.—Mayfair 3541. [C3050

1951 (March) Humber Super Snipe, almost as new; £695.—Carmasters, Beckenham 6977. [8452

£225.—Humber Snipe 2lhp 1959 4-door saloon, excellent condition.—Fleet, Leighton Buzzard 2172. [C1067

CAMDEN MOTORS for Humbers.—Super Snipe saloon, very late registration and delivery 1949, outstanding condition; £575.

CAMDEN MOTORS for Humbers.—Drop head foursome coupe, Super Snipe 1949, a very very scarce model with beautiful Tickford body styling, three-position hood, built-in radio and heater, immaculate appearance; £695.

CAMDEN MOTORS for Humbers.—Pullman Phase III limousine, 1951, with latest type suspension, heater front and twin heaters rear, special built-in radio, widest occasionals, division, etc., special rimbellishers, practically faultless throughout; £1,195.

CAMDEN MOTORS for Humbers.—Pullman limousine, 1947, in black with excellent leather upholstery front and rear, smart appearance, unblemished coachwork, recent engine overhaul, etc.; £645.

CAMDEN MOTORS for Humbers.—Pullman limousine, 1949, supplied by us to previous owner in 1946, new Phase III Pullman just delivered, history of this car is known to us and it is a very outstanding specimen of the late pre-war series; £595.

CAMDEN MOTORS for Humbers, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1055

1951 (July) Humber Super Snipe, bronze, brown leather, taxed, immaculate; £775.—Cook, Horncastle 2205. [8876

1923 Humber 16 coupe, excellent original condition, mechanically and bodily; £60.—6, Mirfield Rd., Grimsby. [9054

1953 Humber Hawk saloon, 200 miles only.—Green & Zonis, 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3525-6. [C2028

GUY ALFREDS & Co., Ltd.—1949 Humber Pullman limousine, carefully maintained, superb order.—6-7, Warren St., W.1. Euston 3266. [C1005

900 Miles.—1953 Humber Super Snipe, new condition; terms or exchanges.—Broadway Motors, 67, High St., Hounslow. Hou 0175. [C1028

1949 Super Snipe Mark II, excellent example in all respects; £525.—Richards & Carr, 55, Kinnerton St., London, S.W.1. Sloane 5424. [C3045

1950 Humber Super Snipe saloon, black with brown leather, chauffeur kept; £725.—Stratstone, Ltd., 40, Berkeley St., W.1 (Mayfair 4404). [C4022/1

HUMBER Super Snipe, demonstration car, guaranteed mileage under 7,000; licenced to December, Mark 3.—Tomkinson's Garage, Eccleshall 209, 8 a.m.-6 p.m. [8761

1949 Humber Pullman 7-passenger limousine, black with cloth to rear, very well maintained; £920.—Stratstone, Ltd., 40, Berkeley St., W.1 (Mayfair 4404).

1952 Imperial, black, beige leather, heater, H.M.V. radio, 4,000 miles, immaculate, no dealers.—Tel. Ormskirk (Lancs) 2549, or write BM/OWCJ, London, W.C.1. [8772

1949 Black Humber Super Snipe saloon, radio, heater, fog lamp, excellent condition, regularly serviced, mechanically perfect; £650.—Lewis, Bishopstone Court, Hereford. [8884

NAYLOR & ROOT.—1950 Humber Hawk (reg. '51), mist green, brown hide, fitted sun roof and heater, one careful owner; £695; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

1952 Humber Pullman Estate car, finished in natural wood and satin bronze, 4,000 miles only, the largest and most luxurious Utility.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [C4056

1951 Humber Super Snipe saloon, finished in duo grey with grey leather, fitted radio and heater, 8,000 miles one owner; £825.—Brew Bros., Ltd., 153, Old Brompton Rd., S.W.7. Fremantle 3333. [C1083

1951 Humber Hawk saloon, black with fawn leather upholstery, mileage 24,000, fitted radio, taxed and in very nice condition.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 8638. [C4059

1952 Humber Super Snipe saloon, grey with grey leather, taxed, heater, one owner only, 16,000 miles, immaculate condition; £695.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

1950 (first registered December, 1949) Humber Super Snipe, black, sliding roof, 23,000 miles only, maintained by private owner to new car standards.—Please telephone Basil Ansell, Lee Green 7604 (evenings only). [C4049

HUMBER

HEARSE Phase III (unregistered) 5-door, 6-Bearer Deluxe Coachwork, lavish equipment, exclusive design (ready service), competitive price (Brochure despatched), Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [C1006/1

LIMOUSINE, 1949 (new look) Pullman, black, partition, leather throughout, bargain, selection from £695.

LIMOUSINE, 1950/51/52, partition, forward occasionals, leather throughout, radio, heater, small mileage, selection, competitive prices. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [C1006

Humber Cars Wanted

CMT THE CAR MART Ltd., wish to purchase Humber cars.—520, Euston Rd., N.W.1. Euston 1212. [0872/R

RROOTES, Ltd., DISTRIBUTORS.

REQUIRE modern low-mileage Humber cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

MAIDSTONE.—(Maidstone 5333.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

CANTERBURY.—(Canterbury 3252.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Humber.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIVATELY owned Hawk.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2057

PULLMAN limousines wanted.—Particulars, mileage and price to Woodall Nicholson, Ltd., Well Lane, Halifax. Tel. 4231. [0330/R

HUMBER Super Snipe drop head Tickford, '49/'51 model, privately required.—Tel. Prospect 2818 after 7 p.m. [8910

H. F. EDWARDS urgently require good Humber for immediate cash; distance no object; details please to.—200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003

BIRMINGHAM and Midlands.—Low-mileage Humber modern cars required by George Heath, Ltd., 160-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0086/R

CRIPPS, of Nottingham, urgently require all types of Humber cars, recent models; send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 46381. [0553/R

7-PASSENGER 1946/48/50/52 Limousines and Imperial Saloons, also private 1938/39 Limousines required immediately, cash waiting. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [W1006

Humber Spares and Service

DE NORMANVILLE gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0780/R

THE Humber Specialists for all spares.—Ring Uplands 5637. See advt. under Parts & Accessories. [0398/R

INVICTA

BARTLETT.—Invicta Classic 100mph low chassis, 2/4-seater, rebuilt at cost of over £500; price £475.—27a, Pembridge Villas, W.11. [C1013

JAGUAR

HHENLYS, Ltd., ENGLAND'S Largest Jaguar Distributors.

SELECTION of all models at attractive prices.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2297.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 3444.)

DEPOTS at:—

MANCHESTER (Blackfriars 7843).

BRISTOL (Bristol 21326).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT West Rd. (Ealing 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0027/R

ACRES offer:—

1951 Jaguar XK 120, red leather, pillarbox red, no trials, one owner; £1,095.

ACRES AUTOS, Ltd., 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

CAR MART, Ltd.

1949 50 Jaguar 3½-litre Mark V saloon, radio, heater, 30,000 miles; £775.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. [C1039

1953 XK120, grey, not run in (1,350 miles), specimen; £1,580 o.n.o.—Box 6868. [8927

JAGUAR

SLOCOMBES, Ltd.

WE have two XKs at £975 and £1,075 in really exceptional trim.

MR. T. P. DAWE will be pleased to discuss these cars with you and arrange a demonstration.

PART exchanges and h.p. terms welcomed, existing h.p. accounts settled; we close at 7.30 p.m., Saturdays 6 p.m.; write, call or tel.—Slocombes, Ltd., 38-52, Dudden Hill Lane, N.W.10. Willesden 4869. [C4017

L. F. WARD, Ltd.

1938 SS100, excellent condition, black, good upholstery, hood, tyres as new.

L. F. WARD, Ltd., Grange Rd. Garage, Grange Rd., Thornton Heath. Tel. Thornton Heath 3347. London office, Mayfair 0146. [C4045

SWANMORE GARAGE offer:—

1953 Jaguar Mk. VII, 7,000 miles only; £1,695.

EXCHANGES or terms.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 45344. [C4024

ROSE & YOUNG, Ltd., offer:—

1951 XK120, all modifications, exceptionally fast, silver, £955.

1948 Jaguar 3½-litre drop head coupe, immaculate condition, black; £535.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

GLANFIELD LAWRENCE offer:—

1950 Jaguar 2½-litre Mark V saloon, one owner, 23,000 miles, black, radio, heater, etc., new tyres, magnificent order throughout; £885.—407, High Rd., N.12. Finchley 0091. [C2053

MAYFAIR COUNTY CARS offer:—

1949 (June) Mark V saloon, exceptional condition, H.M.V. radio; £725; exchanges, terms.—7, George Yard, Grosvenor Sq., W.1. Mayfair 0151. [C3008

H. A. SAUNDERS, Ltd., of Worcester.

1949 Jaguar 3½-litre Mk. V saloon, black with brown leather; £765.

AUSTIN House, Castle St., Worcester. Tel. 2368. [C4005

GUY SALMON AUTOMOBILES offer:—

1952 Jaguar 3½-litre Mk. VII saloon, one owner, low mileage; £1,495.

1951 Jaguar 3½-litre Mk. V coupe, genuine 3,000 miles from new, dark grey/light grey leather upholstery, latest type H.M.V. radio, one owner, licensed to December 51, as brand new, specimen of one of these rare models; £1,395.

1951 Jaguar Mk. V coupe, grey, 17,000 miles from new, one owner, immaculate condition; £1,195.

1950 Jaguar 2½-litre Mk. V saloon, black, brown leather, genuine 10,000 miles, one owner; £965.

1948 Jaguar 3½-litre foursome drophead coupe, 20,000 miles, radio and heater, faultless and original condition throughout; £675.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

W. J. BROWN, Ltd., established over 30 years.

1953 Jaguar Mark VII saloon, 7,800 miles, one owner, grey with red leather, an absolutely immaculate car; £1,595.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1951 Jaguar XK120, grey and beige leather, all modifications, wire wheels, racing seats and screens, spare rear axle, one of the fastest models in the country; £1,200.

1947 Jaguar 3½-litre, black with brown leather, discs, heater, etc.; £475.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

1952 Jaguar Mark VII saloon, black, 9,000 miles; £1,595.

GEORGE NEWMAN & CO., 369, Euston Rd., London, N.W.1. Euston 4466. [C3023

1953 Mark VII Jaguar works mileage only 865; £1,800.

1952 Mark VII Jaguar, black/red leather, radio and heater, perfectly maintained car, 17,000 miles; £1,425.—Sidford Car Sales, Southampton. [9061

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481/2/3, offer:—

1949 Jaguar 2½-litre Mark V saloon, black, brown leather, heater, speedo reading 21,000 miles, literally as new throughout; £825. [C1001

1953 July Jaguar Mark VII, 700 miles, black saloon, £1,675.—Box 0672. [8931

XK120 choice of two at Performance Cars.—See under "Sports Cars." [C3041

1951 XK120, black, perfect order, never raced, many extras; £1,050.—Below.

1950 Mark V, black/brown, very handsome model; £860.—Below.

1946 2½-litre saloon, grey/red, radio, heater, discs; £465.—Chepstow Garages, Ltd., Ledbury Rd., Bayswater 2949. [C1042

1949 3½-litre saloon, grey, radio, heater, snip; £495.—Campbell Symonds, Wembley 6262. [C1057

JAGUAR 1½-litre 4-door 12hp sports saloon, 1957, most attractive, taxed December; £265.—Macaulay 1265. [8982

BEARTS OF KINGSTON, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348. [0081/R

JAGUAR Mark VII saloon, blue, April, 1952, mileage 11,000; £1,400.—Timberlakes, Library St., Wigan. Tel. 3451. [8832

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

£265—1939 Jaguar 1½-litre saloon, clean car, terms.—Autoships, 5, Balham High Rd., Balham 1509. [C1009

1947 Jaguar 3½-litre saloon, splendid condition; £510.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [C1010

JAGUAR XK120, modified engine and suspension, in very good condition throughout, finished in maroon. Feb., 1951; £995.

H. R. MARTINDALE, Ltd., Harrison St., Leeds, 1. Tel. 20114. [8764

1948 3½-litre Jaguar saloon, colour black, radio, heater, discs, just overhauled, exceptional bargain, £475.—Below.

1951 Jaguar Mark V drop head coupe, superb condition throughout, colour black, fitted discs, seat covers, etc., £850, exchanges, hire purchase.

HAROLD WEBB MOTORS, Ltd., 765, Romford Rd., London, E.12. Tel. Ilford 3151/2. [9066

JAGUAR 3½-litre, first registered October, 1948, radio and heater, in very clean condition; £560.—Tel. Ashford, Middlesex, 2084. [9043

1953 Jaguar Mk. VII saloon, heater, etc., 225 miles.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C2028

£335—1939-40 Jaguar 1½-litre drop head foursome coupe, a rare and beautiful car for £135 down.

£195—1937 Jaguar 2½-litre sports saloon, black and chrome, excellent runner; £95 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024/1

1952 Mark VII black saloon, brown leather, screen washers, immaculate; £1,400; original owner.—"Highlands," Ash, Martock (Tel. 5232), Somerset. [8795

1948 Jaguar 3½-litre black saloon, one owner, very attractive car, exceptional condition.—W. J. Campbell & Miller, Ltd., 2, Charlotte Sq., Edinburgh, 2. [8790

1952 (July) Jaguar Mk. VII saloon, one owner, guaranteed mileage 10,890; £1,350.—Imperial Motor Mart, Royal Crescent, Cheltenham. Tel. 2065. [8649

1939 Jaguar 2½-litre, in outstanding condition, mechanically perfect, any inspection; £285.—Kirkdale Cars, 319A, Kirkdale, S.E.26. Sydenham 6129. [6991

1948 3½ de luxe black saloon, heater, discs, excellent condition; best over £500 for quick sales, owner taking delivery new car.—Hatch End 4756. [8880

1947 Jaguar 2½-litre saloon, gunmetal, excellent condition; £525 or nearest offer.—Stephens, 75, Cecil Rd., Hale, Altrincham. Tel. Altrincham 1070. [9055

1950 Mark V sports saloon, gunmetal grey with red leather, fitted radio and heater, a one owner car in excellent condition; £845.—Robbins, East Putney. Tel. 4581. [C3010

1947 Jaguar saloon 2½, splendid condition, performance, must sacrifice, £450; new Jaguar delivered.—Hollock, 12, Cyprus Gardens, N.3. Finchley 3546. [8023

£475!!!—Bargain. 1948 Jaguar 3½ sports saloon, real condition, opportunity, you must see this one; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

445gns.—Jaguar 1947 3½-litre saloon, gunmetal, sliding head, grey leather, heater, radio, excellent condition, choice of 3; terms, exchanges.—Rowland Smith, below.

295gns.—Jaguar 1939 3½-litre drop head coupe, black, black leather, excellent conditions; terms, exchanges.—Rowland Smith, below.

195gns.—Jaguar, November, 1937 2½-litre saloon, black, sliding head, leather, very good condition, taxed, terms, exchanges; list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube.) Hampstead 6041. [C4016

1948 Jaguar 2½ coupe, ivory, delightful condition, radio, heater, etc., written guarantee; £545.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [C2057

ROYS offer a beautiful 1939 Jaguar 1½ sports saloon; £295; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. (Near Camden Town Tube Station.) Euston 2700 and 8894. [C3059

1939 1½-litre Jaguar, black, taxed, radio, heater; £355; part exchanges, deferred terms.—Chain Garages (Sales), Ltd., Hanger Lane, Junction Western Avenue, Ealing, W.5. Per. 4404-5. [C1043

1951 Jaguar Mark V saloon, gunmetal and red, one owner, guaranteed mileage 21,000, perfect condition, bargain at £875.—Kirkland, Birchall, Leek, Staffs or Tel. Leek 436 business hours. [8883

JAGUAR, 1939 2½-litre, superb mechanical condition, beautiful appearance, Ace discs, radio, new tyres, genuine bargain, photos available, insured, taxed; £300.—Aitken "Glenesk," Kirkintilloch, Tel. 1836. [8885

1947 3½-litre Jaguar saloon, black, beautiful condition, low mileage, one owner until recently, radio, air conditioner, fog lamps; £480 or offer.—Silberman, St. Johns Hospital, Morden Hill, Lewisham, S.E.13. [8781

DROP head coupe!! 1951 (June) 3½-litre Jaguar, dove grey, a very attractive car in beautiful condition, radio, new tyres and hood, really low mileage; £965.—R. C. Wimbush Ltd., 312, Earls Court Rd., S.W.5. Fremantle 6401. [C4056

1950 Jaguar Mark V 3½-litre saloon, colour green with green hide interior, H.M.V. radio, one owner; £795.—Garage Service Co., Ltd., 1081, Finchley Rd., Temple Fortune, Golders Green. Speedwell 8692, 5408 or 7008. [C2019

ARCHIE SIMONS & Co. Ltd.—1949 Jaguar 2½-litre saloon, colour black/brown leather upholstery, fitted heater and sliding roof, nominal mileage, one owner, in 1953 condition throughout; £625.—94, Gt. Portland St., W.1. Lan. 1343. [C4013

1952 Mark VII, red leather upholstery, chauffeur driven and unmarked, 11,000 miles, black with blue wings; an altogether outstanding car as brand new with many extras; view London now but delivery Oct. 14.—Mayfair 9901. [8846

JAGUAR

CAMDEN MOTORS for Jaguars.—1½-litre 12hp sports saloon, 1937, extensively reconditioned mechanically this year at cost of approximately £130 (all bills available), opportunity to acquire a modern looking car with a good but economical performance; £195.

CAMDEN MOTORS for Jaguars.—1½-litre 14hp sports saloon, 1939, a very genuine car in practically original condition throughout, good chassis and engine, very slight blemishes bottoms of doors but coachwork quite bright generally; excellent value at £295.

CAMDEN MOTORS for Jaguars.—1½-litre sports saloon, 1940, just completely respayed in our own workshops at cost of over £40; this model is identical to post-war series and runs just as well; £395.

CAMDEN MOTORS for Jaguars.—1½-litre sports saloon, 1947, silver grey with red leather, fitted discs, pass lights, Windtones, etc., lower mileage than average, a nice looking car in sound order; £495.

CAMDEN MOTORS for Jaguars.—1½-litre sports saloon, Nov., 1948 (1949 model), standard series (no extras), one owner since new, exceptional; £585.

CAMDEN MOTORS for Jaguars.—Also a full special equipment model with radio, heater, etc., later registration than above, also one owner only.

CAMDEN MOTORS for Jaguars.—2½-litre sports saloon, 1938-9, engine reconditioned (rebored, sleeved, etc.) less than 12 months ago, one owner since 1945, full history known, smart metallic finish; £295.

CAMDEN MOTORS for Jaguars.—2½-litre drop head foursome coupe, bright and attractive looking car with good hood and almost new Fort Dunlop tyres, fitted excellent radio and Ace wheel discs; £550.

CAMDEN MOTORS for Jaguars.—2½-litre drop head foursome coupe, 1949 model, very scarce right-hand drive post-war drop head, fitted heater and radio, a most desirable car in every respect, colour black; £595.

CAMDEN MOTORS for Jaguars.—3½-litre saloon, 1947, total mileage a little above average but the whole car so immaculately maintained that condition does not suffer, one fastidious owner, heater, etc.; £475.

CAMDEN MOTORS for Jaguars.—Two other 1947 models in stock, both low mileage specimens.

CAMDEN MOTORS for Jaguars.—3½-litre saloon, 1949 model (Dec., 1948, delivery), purchased locally from original owner taking delivery of new Mark VII; £595.

CAMDEN MOTORS for Jaguars.—Mark VII saloon 1952, February delivery, superb specimen with H.M.V. press-button radiomobile, heater, etc., very low mileage and practically indistinguishable from new; £1,445.

CAMDEN MOTORS, the Jaguar Specialists.—The above are just a few models picked at random from our amazing selection of Jaguars; call, write or 'phone for further details:—

CAMDEN MOTORS, the Jaguar Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m.

XK120, 1951, original silver with red leather, immaculate and superbly maintained, taxed, heater, no competitions, 2 owners, 24,000 genuine; £985 or offer as new car delivered; terms, exchanges considered. K. N. Rudd, 65, Victoria Rd., Worthing 4635. Demonstrated London. [9055

JAGUAR 3½-litre de luxe saloon, May, 1949, black with brown leather upholstery, in excellent condition, interior and exterior virtually unmarked, fitted with many extras, engine just completely overhauled, selling to dissolve partnership; £525.—Tel. Birmingham Maypole 2013. [8956

1938 Jaguar 3½-litre S.S.100, engine just completely rebuilt, crank ground and balanced, clutch relined, four new Goodyear Eagles, new hood, new Hartford shock absorbers, latest type S.U. carburettors, coachwork and chrome first-class, this is not just another S.S. but undoubtedly the finest in the country; £525 o.n.o.—Freedman. Pad. 9476. [8558

£350—1951 Jaguar XK120, personal property of managing director, all modifications, H.M.V. radio, windscreen washers, auxiliary petrol pump, 2 spots and 2 reversing lamps, new hood and side curtains, taxed for the year, any trial, any clean car taken in part exchange, balance over 12 or 18 months.—Hummingbird Garage, Watford Rd., St. Albans. Tel. 2050. [8980

1951 Jaguar XK120, this car is something really outstanding in that some £700 has been spent on modifications, extra equipment and special paint and chrome finish throughout, colour mustard and black with upholstery to match, radio, heater, blinkers, twin exhausts, etc., a beautifully maintained car unmarked and virtually as new, must be seen and tried to be fully appreciated; part exchange enquiries welcomed.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016

Jaguar Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Jaguar cars.—150, Park Lane, W.1. Grosvenor 5454. [0875/R

R

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Jaguar.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted good condition post-war Jaguar cars, offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0254/R

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

MAIN dealers, urgently require modern Jaguar cars.—Tel. Palmers Green 3631-2-3. [W4002/R

JAGUAR Mk. V 3½ coupe wanted, no dealers.—Spong, 185, Kings Court, W.6. [8878

FULL value paid for Jaguar or similar.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W5016

MARSTON MOTOR Co. Ltd., for your Jaguar.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0180/R

PERFORMANCE CARS urgently require Jaguars.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W5041

1946-49 1½-litre Jaguars urgently required.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [W2057

1939 1½-litre saloon in part exchange for Ford Zephyr.—Beardmore, 26, Queensway, W.2. Bayswater 0156. [C1015

Jaguar Cars Wanted

R. P. POWELL MOTORS, Ltd., East London area dealers.—Good used Jaguar cars required.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [0434/R

H. F. EDWARDS urgently require good Jaguar for immediate cash, distance no object; details please to.—200, Great Portland St., London, W.1. Tel. Langham 0012. [W2030

Jaguar Spares and Service

H

HENLYS, Ltd.,

ENGLAND'S Largest Jaguar Service Station.

GREAT West Rd., Brentford. (Ealing 5477).

SPARES and replacement engines for all models from 1938.

AND at Manchester, Cheetham Hill Rd., Deansgate 6216-7.

QUICK completion of repairs. [0563/R

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

FULL stock of spares, Jaguar repairs and maintenance.—Service Station, Green Lanes, N.13. Palmers Green 3631-2-3. [84002/R

PEERLESS MOTORS, Ltd., main dealers for Buckinghamshire.—Jaguar spares, replacement units and repairs facilities.—Bath Rd., Slough. Tel. 22594. [0450/R

R. P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares service available.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [0435/R

LEONARD WILLIAMS & Co. (1940), Ltd., offer Jaguar service by factory trained personnel at Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0528/R

LANCASHIRE specialised sales, repair and spare parts service, large stocks available.—Parkers, Ltd., Bradshawgate, Bolton. Tel. 4080. Deansgate, Manchester. Tel. Deansgate 4507. [0391/R

WEMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley. Arnold 1154-5. [0719/R

JEEP

JEEPS, private or commercial, all spares, return post.—Wick Autos, Hampton Wick, Kin. 4718. [0620/R

£120 buys a special bargain.—See Metamet famous for 12 conversions.—98B, Belsize Lane, N.W.3. Hampstead 8251. [0527/R

JEEPS!!!—Several first-class Willys and Ford Jeeps for sale, also comprehensive stock of spares.—Autowork, Ltd., Winchester. Tel. 4834. [C1010

JEEPS.—Britain's leading Jeep specialists, all spares in stock; prompt despatch; rebuilt Jeeps, detachable bodies, utilities; 24-hour service.

MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 3015/0621. [0241/R

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Jeep spare parts, home and export; all spares stocked, exchange plan engine, gear box, water pump, etc., new hoods, gasket sets, brake linings, etc., etc.—351-353, High Rd., Chiswick, London, W.4. Chiswick 1919. [0033/R

Jeeps Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash price for Jeep.—Hampstead (Tube), N.W.3. Ham 60 1. [W4018/R

Jeep Spares and Service

JEEP Service Station, overhauls, repairs, all Jeep spares available, exchange plan all units.—Mansell & Fisher, 20, Cadogan Lane, London, S.W.1. Sloane 5785, 4732, 4735. [85066

JENSEN

BROOKLANDS: Individuality, new and used cars.

NEW Jensen Interceptor saloon available.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8551-6. [C1029

JOWETT

C of **P**

CLARKE'S OF FIRBRIGHT

THE Jowett centre of the south.

DISTRIBUTORS.

NEW and used Javelins.

DELIVERY from stock:—

1952 Jowett Javelin de luxe saloon; £725.

1952 Jowett Jupiter; £695.

NEW Mark I Jupiter; £895.

ALL used Javelins are reconditioned.

DAY and night service in Guildford, Woking and Aldershot area.

SALES staff available at all times.

SPIRBRIGHT, Surrey.

BROOKWOOD 2201-2. [C1049

RICHARDS & CARR special offer:—

EX-BECQUART special 1953 Javelin, works prepared for rally use with every conceivable modification and extra; better than Jupiter performance with Javelin comfort; ready for immediate use in rallies or fast touring; £795.

JUPITER 1952, 12,000 miles, red, luggage rack, etc.; £695.

RICHARDS & CARR, 55, Kinnerton St., London, S.W.1. Sloane 5424. [C5044

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JOWETT

WMWELBECK MOTORS, Ltd., Jowett enthusiasts, specialists and largest stockists in the country. WE offer a complete range of the finest used Jowetts in the country; every Jowett we sell is covered by our unique no-condition, no-reservation, 3-month guarantee, under which any defect is made good free of all charge.

FOR instance:—

1953 Javelin de luxe, in gold with red hide, under 1,000 miles, under a fortnight old, twin spot lamps and built-in radio, this car cost £1,015 a fortnight ago; we can offer it for immediate delivery at £915; here is a unique opportunity to save £100.

1951 Javelin de luxe, in turquoise blue with beige hide, mileage 28,005, very recent mechanical overhaul including engine and replacement back axle, appearance is unusually good, £660.

1952 55 Jupiter in British Racing Green, series III engine, nearly £200 worth of extras, mileage 12,000, passed as new by Jowetts 3,000 miles ago, detachable hard-top, probably the finest Jupiter in the country, £850.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 3991 (6 lines). [C4049

DICKS.

1952 Jowett Jupiter coupe, positively as new; £775.—Below.

1948 Jowett Javelin saloon, fitted radio, very attractive; £475.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6868-9. [C1072

NEWNHAMS, Ltd.

1951 Jowett Javelin de luxe saloon, green, one owner; £675.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C5024

1952 Jowett Jupiter 2-seater, £695.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., N.W.1. Eus. 6611. [C2025

H. M. BENTLEY & PARTNERS, Ltd. offer:—

1950 de luxe, 20,000 miles, one owner, radio, Ace Rimbellishers, loose covers; £625.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018

F. FAIRMAN & SONS, Ltd., East Surrey distributors.

1953 Jupiter Mk. I, scarlet, unregistered, shop soiled, bargain £900; also new Javelin de luxe saloons in stock; complete spares stocks.—Horley, Surrey. Tel. Horley 17. [0961/R

JOWETT Jupiter Mk. I, cream, March, 1953, mileage 7,000; £775.

JOWETT Jupiter Mk. I, green, March, 1952, mileage 17,000; £710.

JOWETT Jupiter special 2-seater, total mileage 4,000, 8½ to 1 compression; £675.

A. & R. THOMAS, Central Garage, Kempston, Bedford. Tel. Kempston 2207. [9041

1951 (Dec.) Javelin de luxe saloon, one owner, low mileage, choice of two; £675.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [C4055

GODFREYS, Ltd., Jowett main agents, specialised Jowett service, spares, repairs and new and used sales; factory trained mechanics.

GODFREYS, Ltd., 228-234, London Rd., Croydon. Cro. 3641-2. [0463/R

JOWETT and Javelin agents, spares and specialised service.—Colliver-Fisher, Ltd., Northwood, Middx. Tel. 777 (4 lines). [0422/R

£625—1951 Jowett Javelin de luxe saloon, black with brown leather, fitted heater, in exceptional all-round condition.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

1949 Javelin de luxe, black, absolutely immaculate, series 3 engine just fitted; £575.—Buntings Motor Exchange, Harrow. Tel. 6225-6. [9012

£495—1948 (Nov.) Javelin de luxe saloon, black, beige leather, 1952 engine.—Colliver Fisher, Ltd., Northwood, Middx. (Tel. 777.) [8998

JAVELIN '52, Sep., excel. cond., all mods, heater, leather, perf.; £455; private owner buying new Jav.—Bromley, Kent. Rav. 6480, or (Dip. 2969, 8-8). [9059

1938 Jowett 4-door saloon, £235 or £80 deposit; part exchange, terms arranged.—King's Autos, 725-7, High Rd., Seven Kings. Tel. Seven Kings 5536. [C2048

1950 standard Javelin, one owner, replacement engine; £499; taxed, heater; terms, guarantee.—Rudds, Central Station Approach, Worthing 4635. Demonstrated London. [9036

COOTER & GOOTER, Jowett Main Agents.—Javelin and Bradford spares and repairs, sales and service.—Eden Park Garage, 485, Upper Elmers End Rd., Beckenham, Kent. Tel. Beckenham 2565. [0302/R

1953 Jupiter 3-seater convertible, 277 miles only, quite unmarked, fully guaranteed; £895.—The Jowett Distributors, Gordon Cars (London), Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

JOWETT Javelin, Jupiter and Bradford.—Full range of new and guaranteed used models on view at Jowett Sales, 7-9, Russell Parade, Golders Green Rd., London, N.W.11. Speedwell 9761 (10 lines). Gordon Cars (London), Ltd., the London Distributors. [0134

Jowett Cars Wanted

CMTHE CAR MART, Ltd., wish to purchase Jowett cars.—320, Euston Rd., N.W.1. Euston 1212. [0874/R

RROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jowett.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Jowett Cars Wanted

WMWELBECK MOTORS, Ltd., 107, Crawford St., London, W.1. Welbeck 3991, largest Jowett stockists in the country, would very much like to buy your Javelin or Jupiter if it is quite perfect and exceptional for its year; we particularly need a 1953 Javelin de luxe saloon, and will pay a most exceptional price for such a car. [W4049

B. J. HUNTER, Ltd., offer:—

FOR immediate purchase of your Jowett.

B. J. HUNTER, 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [W2040

JUPITER in good condition for cash.—Tel. Valentine 2098 or 6674 after 6 p.m. [W2018

JAVELIN and Jupiter wanted.—Richards & Carr, 55, Kinnerton St., London, S.W.1. Sloane 5424. [W3045

Jowett Spares and Service

MILESTONE (SERVICE GARAGE), Ltd., main agents, Jowett Javelin, Bradford vans and trucks. LARGEST stock spares in South of England; immediate despatch, trade or private.—Tel. Erith 2469/2639. 306, Erith Rd., Bexleyheath. [0571/R

COLLIVER-FISHER, Ltd., unsurpassed service, spares and replacement units.—Northwood, Middx. Tel. 777 (4 lines). [0009/R

BIRMINGHAM main agents; large stock of spares.—Frank Moseley (A. S. & S.), Ltd., The Depot, Steward St., Birmingham, 18. Edg. 0916. [0549

KINGSTON-ON-THAMES.—Distributors for Jowett, all facilities available.—G. W. Wilkin, Ltd., 1, Weston Park and 64 Eden St., Kingston. Kin. 2241-2. [9405/R

BUNTINGS MOTOR EXCHANGE offer unrivalled service of spares and repairs for Jowett Javelins, Bradford and pre-war Jowetts.—Bonnersfield Lane, Harrow. Tel. 6225-6. [0073/R

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710.—The Jowett specialists and area agents, over 28 years' Jowett experience; spares and service. [0759/R

MOTORING to London? Bring your Jowett to the West End service centre for "Energol B.P. Lubrication," repairs, spares.—Wimbush's (Estd. 1760), Headfort Place, Hyde Park Corner, S.W.1. Sloane 0151. [0167/R

JOWETT cars and commercials; spares for all models 1929-1953; "Y" exhaust pipes, old-type K.P. and B. sets, head nuts, reconditioned engines, dynamos, starters, etc.—F. A. Leonard, Jowett Specialist, Mansfield Rd., South Yardley, Birmingham. [8819

KAISER

£625!!!—Opportunity just available Kaiser de luxe saloon, current K series, outstanding order, economical, registered 1953, recommended; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

LAGONDA

J. DAVY OF KENSINGTON.

LAGONDA (1951) 4-door saloon, 6,000 miles by one careful owner, H.M.V. radio, heater; this immaculate car originally cost over £3,000 and is offered now at £1,775; demonstration by appointment; exchanges welcomed.

180/4 Kensington High St., Western 9641 and 215 Brompton Rd., S.W.3. Ken. 1106. [C1069

METCALFE & MUNDY, Ltd.

THE most beautiful Lagonda, owner-driver sedanca coupe by Young of Bromley, complete works overhaul, in unbelievably good condition; many expensive extras.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

BROOKLANDS.—Lagonda distributors, latest models.

1952 Lagonda 2.6-litre saloon; 13,000 miles.

1952 Lagonda 2.6-litre coupe; 17,000 miles.

1950 Lagonda 2.6-litre saloon; small mileage.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

DAVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years service manager to Lagonda, Ltd.).

1937 4½-litre LG45 sports saloon, 4,000 miles since complete engine and chassis overhaul and coachwork recellulose.

1938 4½-litre LG6 drop head coupe, engine now being rebored and car comprehensively checked.

1951 series 2.6 sports saloon, one owner, recellulosed black, radio, heater, screen washers, Ace rimbellishers, serviced entirely by manufacturers.

FURTHER particulars of these and other models now in course of preparation available on request; any make taken in part exchange.

WE shall be pleased to send a fully qualified engineer to test your car and discuss minor or major overhauls.

DAVIES MOTORS, Ltd., 237, London Rd., Staines. Tel. Staines 4211-2-3-4-5 or (private) Walton-on-Thames 1562. [C1080

1938 Lagonda V.12 short chassis saloon, recent complete works overhaul; all latest modifications; £795.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [C4056

1937 Lagonda 4½-litre 6-cylinder L.G.45 sportsman's saloon, finished in black with fawn interior, this car was virtually fitted with a new engine in 1952 and has since had the sum of £200 spent this year, we have all details of repairs, mechanically she is a really excellent example, the appearance is really beautiful, the aluminium bodywork is literally unblemished, the paintwork is equal to new, the chrome is unscratched, the interior has been fitted with tartan best quality canvas backed rayon loose covers, the tyres are all excellent, the car is taxed, fitted new batteries; offered at the extremely low figure of £450; we will willingly give full details of this car and photograph to genuine enquiries.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford 6, Manchester. Pen. 3457. [C3000

LAGONDA

!! Chipstead Motors, Ltd.—See our advertisement ** under "Sports Cars." [C1046

PERFORMANCE CARS, good selection, always available; written guarantee.—See under "Sports Cars." [C3041/R

£333!!!—4½-litre Lagonda special sports saloon, 1935, really magnificent example of well maintained high-class car; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

Lagonda Cars Wanted

RROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lagondas.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PERFORMANCE CARS urgently require Lagondas. Great West Rd., Brentford, Middlesex. Ealing 6841. [W3041

Lagonda Spares and Service

DAVIES MOTORS, Ltd.

SEE our display advertisement on page 387.

DAVIES MOTORS, Ltd., 273, London Rd., Staines. [81080

LANCHESTER

STRATSTONE, Ltd., Lanchester distributors.

LANCHESTER 14hp saloon (1953), green with green leather, 5,000 miles only; as new; £1,095.

LANCHESTER 10hp saloon by Barker (1951), black with brown leather, 10,000 miles only; £875.

STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404). Service, 7, Herbrand St., Russell Square, W.C.1 (Terminus 7464). [C4022

1940 Lanchester 14 Roadrider saloon, recellulosed black with brown leather interior, in really excellent condition; £265.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford 6, Manchester. Pen. 3457. [C3000

£100—1934 Lanchester 10 de luxe saloon, mileage 37,000, in original condition throughout; the need to sell is regretted.—Wellow Cottage, Wellow, I.O. Wight. [8975

1949 Lanchester 10 saloon de luxe, black/beige cloth, low mileage, one owner, chauffeur kept, taxed year, in immaculate condition; £650.—Gordon White & Co., Ltd., Gerrards Cross 2077-8. [8769

£145—1937 Lanchester 11 de luxe saloon, runs well, an unrepeatable bargain; £75 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1946 model Lanchester 10, one owner, well maintained, good condition; £500; seen by appointment.—The Walled House, Claremont Drive, Esher, Surrey. Claygate 2668. [9056

Lanchester Cars Wanted

LANCHESTER 10 1951, very low mileage.—Box 0664. [8923

RROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lanchester.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Lanchester Spares and Service

PRESELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2951. [0146

ARCOT ENGINEERING, Ltd.—Preselected gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0257/R

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester specialists, for sales and service.—Kidderminster Rd., Croydon 5775. [0689

ALLEN'S, Victoria Rise, Clapham, S.W.4. Lanchester and Daimler appointed agents and specialists for spares repairs, etc.—Tel. Macaulay 6252-4 and 4199. [0642/R

LANCIA

MAIDSTONE ENGINEERING Co.,

THE Northern Lancia specialists, offer:—

1938-9 Aprilia saloon, just recellulosed in most attractive grey and blue, fitted reconditioned engine late 1952, the interior is upholstered in blue leather with new tailored loose covers to match, fitted all new tyres, this car is in really superb condition throughout, taxed for the year, £425; choice of 3 from £595.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford 6, Manchester. Pen. 3457. [C3000

£295.—1938 Lancia Aprilia, grey, brown leather, excellent tyres.

BRIAN FINGLASS, Bugatti Sales & Service, 2, Pembridge Mews, Bayswater, W.11. Bayswater 3951. After 6, Tulse Hill 4755. [C2609

!! Chipstead Motors, Ltd.—See our advertisement ** under "Sports Cars." [C1046

1939 (May) Aprilia, blue, excellent condition, low mileage, undersealed, rechromed, new interior lining; £460.—Taylor, Stoneroofs, Mizen Way, Cobham, Surrey. Tel. 570. [8958

Lancia Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lancia.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

REQUIRED, good used Lancia Aprilia or later model.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

LANCIA.—John S. Truscott, Ltd., urgently require good examples; highest prices for cash or exchange.—173, Westbourne Grove, W.11. Bay. 4274. [W4035

KEVILL, DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilias.—41-42, Hays Mews, Berkeley Sq., W.1. Gros. 2563. [W2054/R

Lancia Spares and Service

LANCIA (ENGLAND), Ltd.—English branch and sole representative of the famous Italian company, all servicing and repair work, reconditioning, etc., carried out by our own staff of specialised mechanics, genuine Lancia factory-made spare parts available and supplied at short notice.—For information regarding general service reconditioning, technical data, etc., apply Lancia Works, Alperton, Wembley. (Perivale 5656.) [0520/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

LEA-FRANCIS

B. J. HUNTER, Ltd., offer:—

1947 Lea-Francis saloon hand made car at bargain price of £450.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

GUY ALFREDS & CO., offer: 1949 Lea-Francis 14hp saloon, radio. —6-7, Warren St., W.1. Euston 3268. [C1005

CHARLES FOLLETT, Ltd., sole distributors Lea-Francis London and Home Counties, offer the following:—

1950 Lea-Francis 2½-litre streamlined sal., black, sun roof, special red leather, heater, radio, screenwash, Ace Rimbellishers; complete overhaul in our service station 5,000 miles ago; most attractive car; £1,025.

1949 Lea-Francis 14hp streamlined sal., black, 57,000 miles; serviced and guaranteed; £825.

IMMEDIATE delivery of new Lea-Francis 14hp sal., colour dark green, green leather, heater and demister, one only; at new list price £1,261 19/2 including p. tax.

18 Berkeley St., W.1. Mayfair 6266.

SERVICE Works & Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

£525 !!!—Lea-Francis 14hp sports saloon, this week's undoubted bargain in quality cars; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1951 14hp saloon, one owner, completely overhauled, including rebore and resleeve, really mint condition; £645.—Alexander Engineering Co., Ltd., Haddenham 345, Bucks. [7704

1948 Lea-Francis 14hp grey saloon, four-door, brown leather, radio; this car is in exceptional condition, inside and out, showroom standard; £575, any trial.—Hopcroft's, Holt Inn, Steeple Aston, Oxon. [8894

Lea-Francis Cars Wanted

B. J. HUNTER, Ltd.,

FOR immediate purchase of your Lea-Francis.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Gladstone 6303. [W2040

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lea-Francis.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18 Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station. Works and Stores:—

BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7. [0595/R

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6. [0392/R

GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff. Lea-Francis Distributors East Glamorgan.—Spares and service. [0863/R

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station. Works and Stores:—

BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7. [0595/R

LINCOLN

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506-9. [0747/R

1937 model Lincoln 7-passenger double enclosed limousine, face forward occasionals, by Hooper, immaculate throughout, offered at the special price of 195gns; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2900. [C2055

MARENDEZ SPECIAL

16.9hp Marendez Special sports tourer, 1935, 4-seater, aluminium body, tyres as new, upholstery ditto, new hood, fast, mechanically sound, taxed, insured, genuine; £155.—Harwood, The Nursery, Overton Rd., Gt. Tarpots, South Benfleet, Essex. [8888

MERCEDES

CRASHED 1947 Mercedes 14hp saloon; offers.—Marks, Heytesbury, Wilts. Tel. Sutton Veny 331. [8957

MERCEDES 540 K.B. type cabriolet, full 4-seater, 4-window, black, brown hide, silk mohair hood, and tailored upholstery covers in same material, R.H. drive, guaranteed total mileage 25,000, mechanical and external condition believed far superior to any other pre-war example available; superbly equipped and appointed, an excellent proposition for the buyer who appreciates quality and all that is best in large and high-grade sports car motoring in the best traditions; £965; many others; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, London, W.11. Bay 4274. [C4055

MERCEDES-BENZ

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

BARTLETT.—Mercedes Type 500 Cabriolet, superb condition; £495.—27a, Pembridge Villas, W.11. [C1015

MERCEDES-BENZ K500 drop head coupe by Windover, rebuilt, re-registered 1949, bills £1,100, completely faultless; £475, nearest.—Simmons, 12, Res Place, Park Lane, W.1. Grosvenor 1163 2655. [C4014

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 5144. [4755

MERCURY

ON all matters of sales, spare parts, repairs and service consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506-9. [0748/R

M.G.

PC PERFORMANCE CARS.

THE biggest and best guaranteed selection of sports cars in the country.

LARGE selection of M.G. cars, thoroughly checked over in our workshops and guaranteed for 3 months; clients travelling long distances to see our M.G.s are always sure of a comprehensive stock, not just one car which might prove unsuitable.

A BEAUTIFUL 1951 T.D. in cream with green upholstery; £545.

CHOICE of four T.C.s, 1949 blue £495, 1949 black £485, 1949 royal blue £465, 1947 black £385.

MONACO built T.B. competition 2-seater, 1939, £325; or Harewood brown P.B., as raced, £295.

CHOICE of three T.A.s, 1939 black £295, 1938 cream £285, 1937 green £265, one 1935 Magnette 4-str., red, £195.

TWO P.B.s, an Airline coupe £245, a 2-seater £245.

THREE P.A. 2-seaters, 1934 blue £195, 1934 red £185, 1935 cream £215.

FOUR J.2s, 1933 cream/red £145, 1933 maroon £165, 1934 silver £145, 1934 red £165.

1949 1¼-litre saloon, black, £595; 1938 1¼-litre V.A. drop head foursome, beautiful condition; £525.

SPECIMEN 18/80 tourer, black, £125; 1938 2-litre saloon, black, £245; another, beige, £195.

IMMEDIATE hire purchase, insurance and part exchanges; many others in stock—see under "Sports Cars."

PERFORMANCE CARS, Windmill Garage, Great West Rd., Brentford, Middlesex. Ealing 8841. [C3041

DICKS.

1948 M.G. T.C. sports 2-seater, very attractive and fast car; £595.

1934 M.G. 8hp sports 2-seater, one of the famous Lester M.G.s, fully streamlined; £250.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072

CAR MART, Ltd.

1952 M.G. T.D., 15,000 miles; £625.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5454. [C1059

COACHCRAFT offer:—

£275 !—1938 Series M.G. 1¼-litre V.A. Tickford drop head foursome coupe, reconditioned by M.G. Co. at Abingdon at cost of £570, bills available with car; now in superlative condition throughout and cannot be adversely criticised in any way; 3 months' mechanical guarantee; terms and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [C1055

B. J. HUNTER, Ltd., offer:—

1949 M.G. 1¼-litre saloon, works maintained, most attractive car; £595.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

PHILIP RICKARDS, Ltd., offer:—

1953 M.G. T.D., black finish, mileage 1,100, perfect, part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [C3051

PARADE MOTORS (MITCHAM), Ltd., offer:—

1947 M.G., green, fitted with luggage racks, full tonneau cover, heater, and many other extras; £375.

1946 M.G., black and green, many extras; £585.

1935 M.G. T.A., blue, 2-seater, in excellent condition; £190.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mitcham 3592. [C3056

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1950 M.G. T.C., maroon and beige leather; £594.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

CASS'S MOTOR MART.—1939 1¼-litre M.G. sports saloon, superb order.

1938 M.G. 2-litre sports saloon, excellent condition, written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

1953 (New) M.G. T.D., choice of colour, immediate delivery; £751 19/2.—Below.

1950 (Feb.) M.G. 1¼ saloon, black with beige leather, one owner, genuine 23,000 mls., perfect throughout; £650.—Below.

1947 (July) M.G. 1¼ saloon, green with beige leather, genuine 36,000 mls., perfect throughout; £495; terms, exchanges.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [8969

BEARTS of Kingston. M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 5348. [0082/R

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80 Piccadilly, W.1. Grosvenor 4141. [0390/R

£250 —1938 M.G. T.A., excellent condition.—17, Telford Ave., Lillington, Leamington Spa. [8800

£250 o.n.o.—M.G. 1938 2-litre saloon, excellent condition.—19, Stephens Close, Mortimer, Nr. Reading. [8829

1946 T.C., very good throughout; £325 or exchange saloon.—Whittfield, Dudbridge House, Stroud, Glos. [8869

1939 M.G. TA Tickford drop head coupe, green, beautiful condition throughout; £295.—Campbell Symonds, Wembley 6262. [C1037

M.G. T.C. 1949, black, 19,000 since new, immaculate, first £545; genuine bargain.—16, Emily St., Newcastle-on-Tyne. Tel. 59425. [8862

M.G.

£425 —1947 (June) M.G. T.C. sports 2-seater, without doubt one of the finest specimens available; £150 down.—Below.

£350 —1940 M.G. 2.6-litre sports saloon, immaculate, late, makers' recon. engine, taxed December; £120 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

IMMEDIATE delivery, ex stock, M.G. T.D.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

1949 M.G. T.C. 2-seater, 52,000 miles, in very nice condition; £455.—Taylor & Crawley, 46, Kensington Court, W.8. Western 6015. [C4036

595gns.—M.G. Midget late 1951 T.D. 2-seater, red, red leather, one careful owner, exceptional condition, terms, exchanges.—Rowland Smith.—Below.

395gns.—M.G. Midget 1947 T.C. 2-seater, black, fawn leather, very good condition; taxed, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1940 M.G. 1¼-litre Tickford drop head coupe, superb order both mechanically and as regards appearance, three months' guarantee; £565.

C. & W. MOTORS, Ltd., Queens Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061

1949 M.G. T.C. tourer, unblemished, black, green leather, full weather equipment, a superb example; offered at the genuine low figure of 395gns.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford 6, Manchester. Pen. 3457. [C5000

M.G., 1935 P.A. excellent condition, rebuilt present owner, like new, tonneau covers, luggage grid, extra instruments; £200 o.n.o.—Bateson, 149, Aylesbury Rd., Wendover, Bucks.

1949 M.G. T.C. sports, black/beige, 27,000 miles, H.M.V. radio, luggage grid, perfect; owner abroad, urgent sale; £425.—Morralee, Elton (Peterborough). Elton 222. [9045

1950 (Nov.) M.G. 1¼-litre saloon, in excellent condition, fitted extras, taxed year, one owner; bargain, £575.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C5026

£475 —1¼-litre M.G. sports saloon recon. engine, really excellent condition genuine bargain.—G. P. (Balham), Ltd., 2c Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [C3024

£575 —(Sept.) 1951 M.G. T.D., 15,000 miles, black with red leather upholstery, in new condition; terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2051

1937 T.A. M.G., resprayed green, reupholstered cream, new seat covers, hood and side screens, immaculate condition; £520.—Hicks, 29, Ken. Gdns. Sq., Bayswater 2895, week-day evenings. [8902

ROYS offer:—1938 M.G. 1½ sports 4-seater, superb condition throughout; £295; H.P. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. (Near Camden Town Tube Station.) Euston 2700 and 8894. [C3059

1953 (April) T.D., as new throughout, 6,000 miles, extras, best offer over £600; terms, exchange considered.—Rudds, Central Station, Worthing 4655. Evenings: Hove 55905. Demonstrated London. [9037

PRIVATE owner offers 1949 T.C. M.G., green/green, fitted P700 lighting, hand-spot, luggage grid, tonneau, and windtones, genuine first-class condition; £455 o.n.o.—Can be seen London or at 100, Glendower Rd., Birmingham, 22B. [8865

£195 —1936 P.B. M.G., ultra lightweight body, new engine fitted 1949, very fast, condition excellent, suitable speed trials, etc., seen week-days London, Bournemouth week-ends.—Write, S. Davis, 5, Southdown Avenue, Hanwell, W.7. [8921

JACK ROSE, Ltd. (M.G. Agents and Stockists), offer: 600 miles only T.D., 4 weeks old in silver and red leather, £695; also 1949 T.C. in cream and green hide, many extras, a beautiful car; £465.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

£395 —1947 (May) M.G. T.C. sports 2-seater, black with silver wheels and red leather, a quite outstanding and most attractive specimen; written guarantee; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2005

6000 miles since recondition, bills shown for £270, 1½ M.G. saloon, almost indistinguishable from new, registered September, 1947, probably finest example existing, 3 months' written guarantee.—Speedsters, Ltd., Horley (Surrey) 628 until 9 p.m. [C4020

M.G. T.A. 10hp 2-seater roadster, body and works clean and sound, hood, tyres batteries good, taxed, comprehensively insured Dec., unused retread, car cover, good car radio thrown in, a car to be proud of; the lot around £260.—Mount Hill, Bancycapel, Carmarthen.

1938 2-litre M.G. saloon, one careful owner, scrupulously maintained, immaculate inside and out, finished Abingdon blue cellulose with blue leather, excellent mechanical condition, full history known, £265.—Nielsen, 5, Hawes Road, Bromley, Kent. Rav. 2055. [9057

1948 (Sept.) M.G. 4 str. T.C., green/green leather, extras include reversing light, twin Windtone horns, twin spot lamps, heater, chrome luggage grid, new hood, excellent tyres, splendid cond. and appearance, taxed; M/cycles or small cars exchanged; £395.

BOB FOSTER & THOMAS, Salisbury Rd., Blandford, Dorset. Tel. 615. [8847

CHILTERN CARS offer a 1938 1½-litre V.A. saloon, beautifully finished in duo-green, completely rebuilt at a cost of £220 (bills available) since when approximately 2,000 miles have been covered, £295, 4 other M.G.s in stock; terms, exchanges.—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. 2060. [C1045

M.G. Cars Wanted

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for M.G.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G. Cars Wanted

CMTHE CAR MART, Ltd., wish to purchase M.G. cars.—320, Euston Rd., N.W.1. Euston 1212. [0966/R

FULL value paid for M.G. or similar.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

MAYFAIR GARAGES, Ltd.—Cash for M.G.s.—Balderton St., W.1. Mayfair 3104. [0696/R

PERFORMANCE CARS urgently require M.G.s.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

WANTED, M.G. Midgets, 1937-52, in good condition.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. Hinckley 558. [3328

M.G. 2-seater wanted, pre-war if faultless condition.—British Star Oil Co., 65, Highbury Park, N.5. Can. 1650. [7341

URGENTLY required, 1947-51 M.G. 1½ saloons.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1439

H. F. EDWARDS urgently require good M.G. for immediate cash; distance no object; details please to.—19, Seabrook Rd., Hythe, Kent. Tel. Hythe 67311. [W2059

M.G. Spares and Service

W. JACOBS & SON.

WE specialise in spares and repairs for all models of M.G. cars.

W. JACOBS & SON, Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 7783-4. [0486

PERFORMANCE CARS.—M.G. sales, service, spares.—Great West Rd., Brentford, Middlesex. Ealing 8841. [85041/R

UNIVERSITY MOTORS, Ltd.—Largest stocks of M.G. spares outside the factory.—7 Hertford St., London, W.1. Gro. 4141. [0504/R

M.G. Spares, most parts in stock for all models, 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc., replacement camshafts, rockers, dynamos, lead springs, wheels, hubs, vertical drive assemblies; prompt postal service c.o.d. and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 3085. [0433/R

TOULMIN MOTORS specialize in M.G. and M.G. cars only; repairs and complete overhauls all models, reconditioned engines in stock for types P, J, T and L and N. Magnette exchange service dynamos, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always available; we specialize in racing spares.

WRITE or 'phone Toulmin Motors, 345, Staines Rd., Hounslow, Middlesex. Tel. Hounslow 2238 and 3456. Open all day Saturday and Sunday morning 10 a.m. to 1 p.m. [0349/R

MORGAN

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

1950 Morgan 4/4 4-seater sports, in extremely nice order throughout, maintained regardless of cost, mechanically sound throughout; 465gns.

HIRE-PURCHASE terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car. Always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6, Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo Line, 150 yards). [C4047

BRADSTOCK MOTORS offer:—

£495.—1952 Morgan Plus 4 2-str. sports, one owner, speedo reading 9,000 miles, fitted radio, excellent condition, terms, exchanges.—Chase Rd., Epsom. Tel. Epsom 653. [9019

1951 Plus 4 Morgan 2-seater, excellent condition; £475 o.n.o.—Box 0675. [8966

1952 (July) Plus 4 2-seater, taxed year, B.R. green, as new, 7,000 miles; £575 o.n.o. (list £890); h.p. and/or exchanges.—Harlavan, 37, Bury Old Rd., Prestwich 2152. Manchester. [8852

£550.—Morgan Plus 4 2-str., blue and black upholstery, extras, only 14,000 miles; this car has been carefully maintained, never raced; reason for sale, large family!—Scott, Brook House, Bourne End. Tel. Bourne End 70, Bucks. [8778

Morgan Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Morgan.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

H. F. EDWARDS urgently require good Morgan for immediate cash; distance no object; details please to.—28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

Morgan Spares and Service

MORGAN 4/4 official spare parts stockists, service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7753. [0514/R

MORGANS.—All available spares in stock.—F. H. Douglass, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Ealing 0570. [0728/R

MORRIS MINOR

GATEHOUSE offer:—

1951 Morris Minor convertible, black; £485.—Gatehouse Motors, Ltd., Highgate Village, London N.6. Mountview 4444. [C2021

PHILIP RICKARDS, Ltd., offer:—

1952 Morris Minor saloon, grey, heater, seat covers, 9,000 miles, part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [C3051

MORRIS MINOR

KNIGHTSBRIDGE MOTORS, Ltd.

1950 (November delivery) Minor convertible, fawn, 18,000 miles only, in almost new condition; £445.

3, Roberts Mews, Lowndes Place, Belgrave Sq., S.W.1. Sloane 4086. [C2065

METROPOLITAN MOTORS offer:—

1950 Morris Minor saloon, taxed year, excellent condition throughout; £520.—Metropolitan Motors, Horn Lane, Acton, W.3. Acorn 5064. [7087

CHARLES RICKARDS, Ltd., offer:—

1953 (Mar.) Morris Minor convertible, black, fitted Smiths heater, one owner, 10,000 miles, taxed year; £525.

ALSO a good selection of genuine low mileage cars, offered with our 3 months' guarantee.

56, Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins. from Marble Arch). Pad. 1820. [C3050

GUY SALMON AUTOMOBILES offer:—

1951 Morris Minor convertible, 20,000 miles; £495. Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

D. J. SHEPHERD & Co. (ENFIELD), Ltd.

1953 Morris Minor, 2-door saloon, colour green, very small mileage, immaculate condition, taxed; £595.—D. J. Shepherd & Co. (Enfield), Ltd., 435, Hertford Rd., Enfield. Howard 1651. [C4009

MAKIN & HARRISON of Chiswick offer:—

1952 Morris Minor saloon, green, beige upholstery, taxed December, one owner, 7,800 miles, immaculate; £539, deposit £180.—492-6, Chiswick High Rd., London, W.4. Chiswick 0558. [9016

HENDON CENTRAL GARAGE, Ltd., offer:—

1951 Morris Minor convertible, 17,000 miles, taxed, as new; £525.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [2034

1950 Morris Minor tourer, finished black/beige, many extras; £445.

ERIC HAYES, Ltd., 15, Bishops Bridge Rd., Paddington, W.2. Paddington 0289. [C2035

£535.—Sept., 1952, Morris Minor convertible, dark green, 7,000 miles, immaculate.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

1953 Minor 2-door saloon, fortnight old, 300 miles, offers over £600, taxed.—Box 0647. [8896

1952 (August) Morris Minor tourer, 8,000 miles only; £535.—Mansfield Autos, Ltd., Euston 2587. [C3001

1953 (August) Morris Minor convertible, 2,500 miles, offers.—14, Crooksbarn Lane, Stockton. [8864

1951 Morris Minor 2-door saloon, grey-beige leather, 19,000 miles; £510.—J. Fricker, Ltd., Park 5077. [C2016

1950 Morris Minor tourer, radio, rim embellishers, unblemished; £450.—Hillingdon Motors, Tel. Uxbridge 412. [C2062

1952 Morris Minor saloon, excellent order; £495.—Lambretta, 215, Broadway, Wimbledon. Liberty 2676. [8992

1952 Morris Minor sln., superb order; £565.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512. [C4019

1952 Morris Minor 4-door saloon, green, small mileage, immaculate; £625.—Silverthorne Motors Ltd., 46, Fitzroy St., W.1. Euston 7811. [C4011

1951 Morris Minor convertible, excellent condition, one owner, insured, taxed, any reasonable trial; £475.—1, Eversleigh Gdns., Upminster 2294. [8870

1952 Morris Minor tourer, black with red upholstery, 11,000 miles, beautiful condition; £550.—Modern Service (Wimbledon), Ltd. Tel. Wimbledon 5155. [C3014

1952 Morris Minor 2-door saloon, black with red interior, 18,000 miles, very carefully used; £570.—Dixon's Garage, 134, West Hill, Putney, S.W.15. Putney 0396. [C1073

1952 (October) Morris Minor convertible, 8,000 miles, genuine, one owner, a beautiful specimen; £555.—Jack Porner (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. [C3063

1950 Morris Minor saloon, excellent condition in all respects, loose covers; £485.—Garage Service Co., Ltd., 1081, Finchley Rd., Temple Fortune, Golders Green, N.W.11. Speedwell 8692, 3408 or 7008. [C2019

1951 Morris Minor, green, convertible, little and very carefully used; £465.—Lords Garage, Ltd., 21-41, Wellington Rd., St. John's Wood. Pri. 0015. [8766

1949 saloon, left-hand drive, 30,000 miles, one owner, engine sound, bodywork exceptionally good; £410; no dealers.—Hall, Kingscote, Homefield Rd., Chorley Wood, Herts. C.W. 562. [8803

NAYLOR & ROOT.—1952 Morris Minor saloon, apple green/beige upholstery, 8,000 miles, beautifully maintained; £575; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

1951 Morris Minor 2-door saloon, black, beige leather, genuine mileage 21,600, all good tyres, unmarked and perfect throughout; £525.—"Victory" Garage, Primrose Gardens, London, N.W.3. Tel. Primrose 2242. [8799

1951 (April) Morris Minor 2-door saloon, in exceptional condition, black with fawn upholstery, small mileage; £525; consider part exchange.—Southwinds, Smugglers Walk, W. Worthing, Goring-by-Sea 42131. [C4027

1951 Minor tourer, excellent condition, loose covers, built-in heater, fog lamp, twin Windtones, one careful owner, any inspection, 25,000; growing family demands larger vehicle; £510.—Bullard, 94, Tinwell Rd., Stamford, Lincs. [8951

MORRIS MINOR

545gns.—Morris Minor 1951 saloon, pastel green, radio, heater, very carefully used, nearly new condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

PRIDE & CLARKE, Ltd.—1953 (July) Morris Minor convertible, birch grey/red leather, ohv engine, 5,000 miles, one owner, immaculate, £559; 1952 Clarendon, grey leather, 12,000 miles, £529; 1951 green/beige leather, 11,000 miles, £449; 1952 saloon green/beige leather, 6,000 miles, £569; 1951 (November) green/beige leather, 12,000 miles, spare unused, one owner, £499; 1950 black/beige leather, one owner, £469; 1949 black/beige leather, £449; three months' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3066

Morris Minor Cars Wanted

CMTHE CAR MART, Ltd., wish to purchase Morris Minor cars.—320, Euston Rd., N.W.1. Euston 1212. [0716/R

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Moris Minor.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIVATELY owned Minor.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

MORRIS Minor saloon wanted, 1950-53.—Adams, 685, Durham Rd., Gatesead-on-Tyne. Tel. 75552. [8983

1953 new or small mileage 2- or 4-door saloon urgently required; cash paid on sight.—Howey, 61, Park Ave., Seaburn, Sunderland. Collected anywhere. [7547

MORRIS EIGHT

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

1946-7 Morris 8 series E saloon, recently fitted with reconditioned engine, coachwork and interior as new, previously owned by an enthusiast; 345gns.

HIRE-PURCHASE terms on the spot with an references, no formalities or guarantors; part exchange on your present motor cycle or car. Always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6, Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo Line, 150 yards). [C4047

MAKIN & HARRISON of Chiswick offer:—

£125.—1938 Morris 8 saloon; terms available.—492-6, Chiswick High Rd., London, W.4. Chiswick 0558. [9017

W. J. BROWN, Ltd. Established over 30 years.

1948 (June) Morris 8 Series E 4-door saloon, black, brown leather, exceptionally clean inside and out; £410.

339, Finchley Rd., N.W.3. Hampstead 4414. [C1025

MORRIS 8 saloon, a nice clean car, mechanically 100%.—Imperial 4568. [9042

1940 Morris 8 Series E 2-door saloon, recellulosed, excellent, £275.—Below.

1937 Morris 8 4-door saloon in excellent condition; £175.—Below.

1938 Morris 8 tourer, one owner, taxed; £135.—Ace of Spades, Great West Rd., Hounslow 5476 (Osterley Station Tube). [C2050

1939 Morris 8 Series E 2-door saloon, excellent running order, but body needs attention; £175.

1939 Morris 8 Series E 4-seater tourer, carefully used, one owner car, in excellent condition throughout; £225.—Garage Service Co., Ltd., 1081, Finchley Rd., Temple Fortune, Golders Green. Speedwell 8692, 3408 or 7008. [C2019

1947 (July), 2,000 miles since new engine, clutch, tyres and carburettor; £325.—Tel. Str. 3967. [8915

£150.—Morris 8 saloon, 1937, black/green, good condition, carefully used.—Tel. Chambers, Cranleigh 331. [8918

1938 Morris 8 saloon; £145; terms, exchanges.—Norman Autos, 354, London Rd., W. Croydon. Tel. Tho. 4657. [9073

MORRIS 8 2-str., 1935, replacement engine, good running order, taxed; £125.—Bowman's Garage, Weybridge. Tel. 1265. [C1033

1948 Morris 8 (E model) 4-door sln., superb order; £410.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512. [C4019

1946 Morris 8 2-door saloon, black with brown interior, recently fitted reconditioned engine; £365.—Robbins, East Putney. Tel. 4881. [C3010

MORRIS 8 saloon, 1938, reconditioned engine, in exceptionally clean condition; £185.—Clairmonte Bros., Shanklin Rd., London, N.8. Mountview 5285. [C1056

S.G.A. MOTORS, Morris 8 specialists, offer the following selected cars, which have been thoroughly checked in our workshops and are guaranteed for three months:—

1948 Series E 4-door saloon, immaculate, one owner, low mileage; £400.

1939 Series E 4-door saloon, superb condition; £285.

1939 Series E 4-seater tourer, reconditioned engine, new hood; £265.

1938 2-door saloon, two owners, perfect condition; £210.

OTHER good selected Morris 8 saloons and tourers always in stock; hire purchase and exchanges; open 9-6.30 Monday to Saturday inclusive, or any time by appointment.—S.G.A. Motors, 14, Atherstone Mews, Cromwell Rd., S.W.7 (two minutes Gloucester Rd. Tube). Western 3208. [C4065

165gns.—Morris 8 1937 saloon green and black, good condition; taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Morris Eight Cars Wanted

1946 7 Morris 8 saloon wanted, excellent condition. 80, Kingsbury Rd., N.W.9. Col. 7542. [8965

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MORRIS 8 tourer 1935/39 wanted, in good condition. —Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 8638. [W4059

MORRIS TEN

1939 Morris 10 Series M, black, excellent condition; £275.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5573. [C3005

1946 (October) Morris 10, in really splendid original condition, one owner; £345.

1939 Morris 10, recellulosed, new head lining and carpets; £245.—Kirkdale Cars, 319A, Kirkdale, S.E.26. Sydenham 6129. [8988

£425 Morris 10 1948 saloon 4-dr., excellent original cellulose, engine reconditioned; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube); exchanges, h.p. [C1017

1933 Morris 10, 4-door black saloon, reconditioned engine, exceptional condition throughout; £85.—80, Kingsbury Rd., N.W.9. Col. 7542. [8961

225 gns.—Morris 10 1938 saloon, black, excellent condition; taxed; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1939 Morris 10 4-door saloon, good mechanically, sound bodily, very attractive; £210, or £70 deposit, balance over 18 months; exchanges, insurance. 50 cars always in stock, cars bought and sold on commission.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. [9023

Morris Ten Cars Wanted

WANTED, Morris 10, urgent.—Traynor Motors, Ltd., Tel. Grangewood 2530. [W4032

PRIVATELY owned Morris 10.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MORRIS TWELVE

1939 Morris 12 saloon, factory reconditioned engine 7,000 miles, fully maintained, good appearance, interior, exterior; £275.—258, St. Barnabas Rd., Woodford Green, Essex. Tel. Buckhurst 6555. [8909

MORRIS FOURTEEN

1936 Morris 14 saloon; £85; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

MORRIS OXFORD

W. J. BROWN, Ltd., established over 30 years.

1953 (May) Morris Oxford saloon, black, red leather, heater, 14,000 miles, immaculate; £665.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

1952 Morris Oxford, green, fitted heater, 12,000 miles, one owner; £585.—Haskins, Ladbroke 1155. [C3027

GUY ALFREDS & Co. offer: 1952 Morris Oxford saloon, heater superb order.—6-7, Warren St., W.1. Euston 3268. [C1005

1951 Morris Oxford, far above average; £590.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

1953 (May) Oxford, 8,000 miles, indistinguishable from brand new; £710.—Blue Star, 364, Kensington High St., W.14. [8837

1950 Morris Oxford saloon, low mileage, excellent condition; £475.—Pantiles Service Garage, London Rd., Guildford 5326. [C3035

1953 Morris Oxford, very low mileage; £695.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

1950 model Morris Oxford 4-door saloon, blue and beige leather, one owner, low mileage, very clean, guaranteed; £525.—Kings Motors, 1, High St., Hounslow. Hou. 0175. [C2049

PRIDE & CLARKE, Ltd.—1951 Morris Oxford saloon, grey/brown leather, 19,000 miles, heater; £579; three months' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

1951 Morris Oxford saloon, black, brown leather, heater, any inspection invited, 3 months' guarantee; £595.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034

TANKARD & SMITH, Ltd., offer 1950 Morris Oxford saloon, grey with maroon leather; heater, one owner, excellent condition throughout; £550; 3 months' guarantee.—194-198, King's Rd., Chelsea, S.W.3. Flaxman 4801-2-3. [C4026

595 gns.—Morris Oxford, 1951 saloon, platinum grey, brown leather, heater, one owner, small mileage, exceptional condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Morris Oxford Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Morris Oxford cars.—150, Park Lane, W.1. Grosvenor 3434. [0717/R

FULL value paid for Oxford or similar.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Oxford.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MORRIS SIX

H. BEART & Co., Ltd.

1950 (July) Morris Six saloon, finished in black with brown upholstery, carefully maintained, an outstanding value at £495.—102, London Rd., Kingston-on-Thames. Tel. 3348. [C1081

MORRIS SIX

J. DAVY, of Kensington.

IMMACULATE 1951 series Morris Six with heater, spotlamps and loose covers, one owner; £595; exchanges welcomed.

180-4, Kensington High St., Western 9641, and 215, Brompton Rd., S.W.3. Ken. 1108. [C1069

MORRIS Six saloon, delivery from stock; £907/15/10. —Tomlinson's Garage, Ecclesall 209. 8 a.m.-6 p.m. [8763

MORRIS Six, delivery mileage only, too large for owner; best offer.—Wood & Lambert, Ltd., Stamford Hill, N.16. Sta. 3434. [8941

1953 (July) Morris Six saloon, 2,000 miles, cost £925; accept £795.—Green & Zonis, 246/252, Deansgate, Manchester, 3. Tel. Deansgate 3525-6. [C2028

Morris Six Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Morris Six cars.—150, Park Lane, W.1. Grosvenor 3434. [0875/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Six. Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Morris Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MORRIS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0824/R

HATTON'S will buy post-war Morris models; distance no object.—Lord St., Southport. Tel. 2268. [0798/R

MARSTON MOTOR Co. for your Morris.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0998/R

H. F. EDWARDS urgently require good Morris for immediate cash; distance no object; details please to.—28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

Morris Spares and Service

MORRIS.—Genuine spares and specialist repair service, immediately available in the West End.

S. MORRIS & Co., Cleveland Garages, Cleveland St., W.1. Tel. Mus. 1932/8574. [0342/R

BARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666 for Morris spares, sales and service.—209, Balham High Rd., S.W.17. [0521

NASH

SIMPSON'S offer:—

1949/50 Nash Ambassador hydramatic, all extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley, Wembley 8691/3905. [C4015

OLDSMOBILE

DISTRIBUTORS (RAWLENCE), Ltd.—Sales Service and spares.—Blindley Heath, Nr. Lingfield, Surrey. Tel. 330-1. [0217/R

1947 Oldsmobile 6-cylinder right-hand drive saloon, one owner, genuine 18,000 miles since new, leather upholstery; £795.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [C4056

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garages, Ltd., 2, Lexington St., W.1 (Gerrard 8600); Service Workshops and Spare Parts: 7, Pembridge Villas (nr. Westbourne Grove), W.11. (Bayswater 6626-7.) [0576/R

Oldsmobile Cars Wanted

OLDSMOBILE main dealers.

LEX GARAGES Ltd., are interested to buy recent model Oldsmobile cars.

LEX GARAGES, Ltd., 2, Lexington St., W.1. Gerrard 8600. [0627/R

SIMPSONS MOTORS (WEMBLEY), Ltd., the Oldsmobile buyers. Wembley 8691/3905. [W4015/R

DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath, nr. Lingfield, Surrey. Tel. 330-1. Will buy post- and pre-war models at good prices. [0115/R

OPEL

175 gns.—Opel Cadet, 1938 4-door saloon, black, very good condition; terms; exchanges.—Rowland Smith, below.

95 gns.—Opel Cadet, 1937 drop head cabriolet, maroon, red leather, taxed; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

MAYNER MOTORS, Ltd.—Opel distributors; buyers of all models, comprehensive range of spares; exchange engine and unit service.—1-6, Southampton St., Southampton. Tel. 3266/4944. [0526/R

Opel Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Opel.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Opel Spares and Service

REPAIRS, guaranteed engines, gear boxes, suspensions, shock absorbers (telescopic, etc.), crown wheel and pinion; £9/5; mudguards, spares.—Tarrant & Frazer, Ltd., 10, Winchester Mews, N.W.3. Primrose 2647. [0240/R

PACKARD

METCALFE & MUNDY, Ltd.

PACKARD 1939 Club saloon, fitted radio and heater, in outstanding mechanical condition; £295.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

ANDOVER MOTOR Co., Ltd., offer:—

1950 first registered Packard saloon, a beautiful car in black with special cherry red leather, radio, heater and many other extras, not used at all in 1951 and 1952; a bargain at £1,150.—Andover, Hants. Tel. 3405. [C1003

PACKARD

1936 Packard saloon, black, recently had £500 overhaul; £295.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028

1950 (August) Packard 8 saloon, 29,000 miles, finished black, radio, heater, loose covers, taxed December, immaculate; trade enquiries welcomed. —Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [C3018

PACKARD double enclosed limousine, very beautiful condition throughout, interior as new; specially priced at 175gns.; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [2035

295 gns.—Packard 8, 1938 34hp touring saloon, black, fawn cloth upholstery, radio, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

LIMOUSINES Super-52hp/1957, also 1959, de luxe (£1,395 model) Coachwork, black, forward occasionals, magnificent condition throughout, exceptional value, certified mechanically. Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. [C1006

Packard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Packard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

LEONARD WILLIAMS & Co. (1940), Ltd.

PACKARD Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. [0191/R

SIMPSONS MOTORS (WEMBLEY), Ltd., the Packard buyers.—Wembley 8691/3905. [W4015/R

JOE THOMPSON (MOTORS), Ltd., require Packards. —97, Fulham Rd., S.W.3. Kensington 4858. [W4028

7-SEATER privately owned Limousine required cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. [W1006

Packard Spares and Service

JOE THOMPSON (MOTORS), Ltd., Packard spares, repairs specialists.—97, Fulham Rd., S.W.3. Kensington 4858. [84028

LEONARD WILLIAMS & Co. (1940), Ltd., Packard Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. [0469/R

PLYMOUTH

SIMPSON'S offer:—

1947 first registered 1951 Plymouth 4-door sedan, all extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High St., Wembley, Wembley 8691/3905. [C4015

PONTIAC

SIMPSON'S offer:—

1951/52 Pontiac 4-door, fully equipped, low mileage.

1951 Pontiac Catalina hardtop, all extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High St., Wembley, Wembley 8691/3905. [C4015

Pontiac Cars Wanted

METCALFE & MUNDY, Ltd., will buy your Pontiac car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [W3064

SIMPSONS MOTORS (WEMBLEY), Ltd., the Pontiac buyers; also large selection for sale. See under "American Cars".—Wembley 8691/3905. [W4015/R

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service.

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7752-4.

SOLE distributors Great Britain for Pontiac cars and Pontiac parts. [0617/R

PORSCHE

COLBORNE GARAGE, Ltd., Ripley, Surrey, England. Sole Concessionaires. All services available.—Tel. Ripley 2561. [0629/R

RACING CARS

COOPER'S GARAGE (SURBITON), Ltd., of Surbiton. Tel. Elm 5346, are the sole concessionaires for Great Britain of the Cooper 500 and Cooper-Bristol formula II racing cars. [0621/R

PERFORMANCE CARS have a selection of vehicles suitable for competitions including 2-litre H.W.M. Alta 2-seater; Ardun Allard streamlined 2-seater; Cooper Mark V, J.A.P., 1,500 Cooper-Lea-Francis, M.G. P.B. ex-Harewood; M.G. T.B. 2-seater; details of Formula 2 and 3 available upon request.—See also under "Sports Cars".—[C3041

RAILTON

A-ONE MOTORS (LONDON), Ltd., Railton Specialists, 24, North Side, S.W.18. Vandyke 5181. [0555/R

MAJOR J. P. S. BARBER, 10, Sussex Mews East, W.2. Paddington 8659 (night Bayswater 6755).—All models available and wanted. [5778

RENAULT

RENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656. [0421/R

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton. Elmbridge 1875, offer:—

1953 750 de luxe saloon specially tuned, taxed, rose covers, pearl/black £600.

1946 12hp saloon de luxe, blue, grey leather, roomy, spotless, £550.

1938 17.9 foursome drop head coupe, 30 mph., 30 mpg., radio, taxed £250. [0126/R

1953 (June) Renault 1950 saloon, bronze jewelescence, mileage 900, immaculate, taxed Dec.; £595 o.n.o.—Sankey, "Red Tiles," Boundary, Nr. Burton-on-Trent. Tel. Swadlingcote 7683. [8904

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Renault Cars Wanted

RICHARDS & CARR buy rear-engined Renaults.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Kimbridge 1875, purchase all models. [0127/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Renault.—Hampstead (Tube), N.W.3. Ham 6041 [W4018/R

REQUIRED, good used rear-engined Renault.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

Renault Spares and Service

GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff. Renault distributors.—East Glamorgan—spares and service.—Tel 20551. [0911/R

RILEY

BOON & PORTER, Ltd

DISTRIBUTORS.

1953 series 2½ saloon, green, heater, 8,000 miles, in new condition throughout; £1,098.—Castlenau, S.W.13. (By Hammersmith Bridge.) Riverside 4444. [C1022

CHARLES FOLLETT, Ltd., offer:—

1950 (Dec.) Riley 2½ saloon, black, green leather, radio and heater, one owner very clean car throughout, guaranteed; £775.

18 Berkeley St., W.1. Mayfair 6266.

SERVICE Works and Stores.—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

MAYFAIR COUNTRY CARS offer:—

1946 (Dec.) 1½ saloon, radio, heater, taxed; £550; exchanges, terms.—7, George Yard, Grosvenor Square, W.1. Mayfair 0151. [C3008

D. J. SHEPHERD & Co (ENFIELD), Ltd.

1948 Riley 2½-litre, black with green hide upholstery, fitted heater, twin spotlamps, Ace Rimbellishers etc., mileage 32,000, spotless condition, taxed; £700.—D. J. Shepherd & Co. (Enfield), Ltd., 435, Hertford Rd., Enfield. Howard 1631 [C4009

MEBES & MEBES, Ltd. (Est. 1893), offer:—

1947 Riley 1½-litre saloon, black, brown upholstery, coachwork and general condition good, taxed; £495.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040 [C3012

BROOKLANDS.—Individuality, new and used cars.

1952 Riley 2½-litre saloon, excellent.

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

PERFORMANCE CARS offer with 3 months' written guarantee:—

1951 Riley 2½-litre saloon, black with green hide upholstery, in beautiful condition throughout; at the realistic price of £795.

PERFORMANCE CARS, Great West Rd., Brentford, Middlesex. Ealing 8841.—See also under "Sports Cars." [C3041

1951 Riley 2½-litre saloon, black, beige, one owner, radio, heater; £925.

RIPCO, Ltd. (Rileys Purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952/3/4. [C3052

1934 Riley 9hp saloon, 34 m.p.g., exceptional; £150.—Cookson, 32, George Rd., Warwick. [8897

1950 Riley 1½-litre saloon, green with beige leather, fitted heater, as new; £785.—Below.

1947 (Jan.) Riley 1½-litre saloon, black with red leather, one owner, recently fitted new factory engine, almost as new; £600.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. 'Phone 1681. [6968

SUSSEX specialists for Riley cars and spares.—Caffyns, Ltd. Lewes 1221. Successors to Lewes Motors, Ltd. [0057/R

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R

BEARTE, of Kingston, Riley specialists, sales, spares repairs.—102, London Rd., Kingston. Kingston 3348 [0079/R

RILEY 12 saloon, 1939, exceptionally clean condition; £545.—Clairmonte Bros., Shanklin Rd., London, N.8. Mountview 5285. [C1056

1946 Riley 1½-litre sln., outstanding example; £555.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512. [C4019

395 gns.—Riley, 1940 1½-litre drop head coupe, gunmetal, green leather, magneto, very good condition; terms; exchanges.—Rowland Smith, below.

275 gns.—Riley 9, 1937 Monaco saloon, black, sliding head, brown leather, excellent condition, taxed; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1951 Riley 2½-litre saloon, black, radio, 27,000 miles, beautiful condition; £850.—S. Hughes, Byeways, Skip Lane, Walsall, Staffs. Tel. Great Barr 1759 [8863

THE Riley Centre (Gordon & Glynn) at 189/195, Pavilion Rd., Sloane St., S.W.1 (3 minutes Sloane Square Tube), Sloane 8326, offer the following selected Rileys:—

£275—1938 Adelphi 12/4, excellent car, taxed.

£260—1937 Monaco 9hp, specimen condition, taxed.

£325—1935 Imp 2-seater, first-class condition throughout, taxed.

£165—1936 Merlin 9hp, excellent condition, taxed.

£170—1932 Gamecock 2-seater, fine example, taxed.

ALL the above carry The Riley Centre specialist guarantee. [C3069

1951 Riley 2½-litre saloon, black, Motorola, taxed, Lifeguard tubes, heater, exceptional condition throughout; £875.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. [C3040

RILEY

NAYLOR & ROOT.—1947 (July) Riley 1½ saloon, black/red, hide interior, very carefully maintained; £625; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

£245—1937 Riley 9hp streamlined sports saloon, exceptionally clean, £160 overhaul, bills available; £100 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

JACK ROSE, Ltd., offer 1949-50 Riley 1½-litre saloon, in maroon, 22,000 miles, a beautiful car; accept £685.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6877-8. [C3056

£795—1950 Riley 2½ saloon, black with red upholstery, 22,000 miles, one owner; terms and exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2031

1951 Riley 2½-litre Sportsman's saloon, finished in the original and unblemished sun-bronze, a genuine specimen example, one owner, genuine 19,000 miles, fitted new H.M.V. radio, heater, taxed; £875.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford 6, Manchester. Pen. 3457. [C3000

CAMDEN MOTORS for Rileys.—Kestrel saloon, 1934, 1½-litre 12hp model, swept tail and modern streamlined body, knock-on wheels, etc., special series engine, really fast for its modest horse-power; £145.

CAMDEN MOTORS for Rileys.—Mentone saloon, later model than above, previous owner has spent considerable sum on mechanical reconditioning this year, the car goes particularly well and is quite attractive in appearance; colour grey, red leather; £155.

CAMDEN MOTORS for Rileys.—Also Falcon Merlin, Adelphi and Monaco saloons in stock.

CAMDEN MOTORS for Rileys.—Nuffield saloon, 1939, very popular 1½-litre 12hp series, similar in many respects to post-war model, smart modern lines and typical Riley performance, discs, etc.; £345.

CAMDEN MOTORS for Rileys.—2½-litre 16hp saloon, late pre-war series, 1938/9, a really fine car, excellent mechanically, one owner; £325.

CAMDEN MOTORS for Rileys.—1½-litre 12hp saloon, 1948 model (December 1947 delivery), black, brown leather, moderate total mileage; £595.

CAMDEN MOTORS for Rileys.—2½-litre drop head foursome coupe, 1951, registered well within the year, beautiful specimen of this scarce series, one titled owner since new and fitted extras costing well over £100, radio, heater, passlights, screenwash, etc.; £995.

CAMDEN MOTORS for Rileys.—2½-litre saloon, 1951, purchased from executors of late owner, this car has only had 12 months' use since new, owing to protracted ill health, very much lower mileage than average and all extras fitted, radio, heater, etc., a fine car; £945.

CAMDEN MOTORS for Rileys.—2½-litre saloon, 1952, a little over 12 months old and in condition practically as new throughout, all extras; £1,045.

CAMDEN MOTORS for Rileys.—Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

ALL Riley sales and service facilities available at our new depot, new and second-hand bargains; demonstrations by appointment.—Coventry Motor Mart, Ltd., The Riley Distributors, London Rd., Coventry. Tel. 2146 [0446/R

£775—August, 1949, Riley 2½-litre saloon, colour red with beige upholstery; this car is fitted with heater and radio and taxed to December 51; it is in excellent condition throughout and has an exceptional performance.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

1940 Riley 1½-litre Adelphi drop head foursome, black, vivid acceleration, tyres as new, over 30 m.p.g., new hood; this car is in very fine condition and ready to go anywhere; bargain at £375; any trial.—Hopcroft's Holt Inn, Steeple Aston, Oxon. [8893

ROYS offer: 1937 Riley 9 Monaco saloon, previously owned and well maintained by engineer, replacements completed where necessary, coachwork and interior excellent; £225; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. (Near Camden Town Tube Station). Euston 2700 and 8694. [C3059

Riley Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Riley cars.—150, Park Lane, W.1. Grosvenor 3434. [0969/R

R

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Riley.—Hampstead (Tube), N.W.3. Ham. 604[[W4018/R

YORKSHIRE.—The Riley buyers, Barkers of Oakwood, Leeds, 8. Tel. 58236/7. [0094/R

C.N.K. MOTORS require clean pre-war Rileys.—353, Finchley Rd., N.W.3. Hampstead 5712. [W1052

REQUIRED, good used Riley.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

EXCEPTIONALLY high prices paid for Rileys in good condition.—Mayfair 0151. [W3008

BLAKES, Riley distributors, will purchase any Riley cars.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7735

PERFORMANCE CARS urgently require Rileys.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

URGENTLY required, 1946-52 Riley 1½-litre saloons.—Gibsons Sports Cars (Christchurch), Ltd. Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1440

H. F. EDWARDS urgently require good Riley for immediate cash; distance no object; details please to.—19, Seabrook Rd., Hythe, Kent. Tel. Hythe 67311. [W2059

THE Riley Centre (Gordon & Glynn), dealing exclusively in Rileys, will always pay specialist prices for all models pre-war and post-war; inspection anywhere in Great Britain.—189/195, Pavilion Rd., Sloane St., S.W.1. Sloane 8326 [W3069

Riley Spares and Service

READING.—Hewens Garages, Ltd., for Riley spares and service.—Tel. 1436. [0209

FOR Riley service consult the Riley specialist.—W. T. Mason & Co., 2, Ley St., Ilford (Tel. Ilford 0961). [0472

Riley Spares and Service

PRESELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0781

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244/5. [0246/R

ARCOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0258/R

ALL Riley sales and service facilities available at our new depot, new and second-hand bargains; Rileys wanted in part exchange for new models.—Coventry Motor Mart, Ltd., Coventry 2146. [0443

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country, special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul. 5446. [0992/R

RILEY distributors for 29 years.—Comprehensive list of spares, quotation and advice invited; send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. [8140

ROLLS-ROYCE

H

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H. R. OWEN Ltd.

LONDON'S leading specialists in Rolls-Royce and Bentley cars offer the following selection:—

1939 Rolls-Royce Wraith Hooper Touring Limousine, black with pigskin hide and fawn cloth; £1,950.

1939 Rolls-Royce Wraith Gurney Nutting saloon with divisions, maroon and black with maroon hide; £1,875.

1937 Rolls-Royce 25/30 Mayfair saloon with division, black and cream with fawn hide; £1,275.

WE are interested in the purchase of Rolls-Royce cars, and invite communication from owners who have such vehicles for disposal.

H. R. OWEN, Ltd.

17, Berkeley St., London, W.1. Tel. Mayfair 9060. [C3032

RIPPON.

RIPPON.

RIPPON BROS., LTD.

THE leading Northern Rolls-Royce and Bentley specialists.

HAVE a very fine selection of post-war Rolls-Royce and Bentley cars.

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines). Also Bradford, Leeds and Sheffield. [0905/R

RM offer:—

1937 Rolls-Royce 25/30 semi-razor-edged, sports saloon by Thrupp & Maberly, grey with wine upholstery, large boot, a very pretty car in exceptional condition.

ANY trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [C3060

ACRES offer:—

1937 Phantom III 40-50 Rolls-Royce, maroon and black, immaculate condition, partition, 75,000 miles, chauffeur driven, part exchange welcomed; £895.

ACRES AUTOS, Ltd., 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

VINTAGE AUTOS.

WE always have an ever-changing selection of good pre-war Rolls for sale at very reasonable prices and we are always interested in purchasing similar Rolls.

VINTAGE AUTOS, 66, London Rd., Tooting. Tel. Mitcham 2951. [C4039

P.B., Ltd., offer:—

1939 Rolls-Royce Wraith, Park Ward sports saloon, just recellulosed two-tone beige grey leather upholstery, exceptionally low mileage.

1936 25/30hp Rolls-Royce Hooper sports saloon, black, brown leather.

1936 20/25hp Rolls-Royce Hooper sports saloon, black, brown leather.

1933 Rolls-Royce Phantom II Park Ward sports saloon, black, red leather.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477/7478 [C3053

JACK OLDING OF MAYFAIR.

OFFICIAL Rolls-Royce and Bentley retailers offer early delivery of new cars with standard and special coachwork, also the following used cars from their selection:—

1948 Silver Wraith 4-door saloon by Park Ward, black/beige leather, 50,000 miles, undergoing overhaul; £2,650.

1938 Phantom III Windover razor-edged saloon, with division, black-beige leather, 40,000 miles; £1,750.

AUDLEY House, North Audley St., W.1. Mayfair 5242. [C3030

H. W. MOTORS, Ltd., offer:

1937 Phantom III Park Ward razor-edged sedanca-de-ville, finished black, 37,000 miles; £1,650.—H. W. Motors, Ltd., Walton-on-Thames 2404-5-6. [C2042

CLARKE & SIMPSON offer:—

1934 Rolls-Royce 20/25 sports saloon with rear boot, black, blue leather, one owner until 1951, 74,000 miles, full history available, specimen condition; £745.

1939 Rolls-Royce P. III D.L. series Sedanca de Ville by H. J. Mulliner, black, 20,000 miles only, one of the most luxuriant 7-seaters in existence, in a condition which is indistinguishable from new.

1948 Rolls-Royce Silver Wraith Sedanca de Ville, H. J. Mulliner, black/cream, 16,000 miles, in superlative condition.

CLARKE & SIMPSON, Ltd., 49, Sloane Sq., S.W.1. Tel. Sloane 4727. [C1048

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROLLS-ROYCE

C
M
CAR MART, Ltd.

1947 Rolls-Royce Silver Wraith special Phaeton (4-door all-weather) by Freestone & Webb. 30,000 miles; £2,575.

1939 40 Rolls-Royce Wraith Park Ward limousine. 74,000 miles. £1,575.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 3434. [C1039

BRADSTOCK MOTORS offer:—

£895—Rolls-Royce 25-30, first registered February, 1937, owner-driver saloon, with drop division, fitted radio, heater, windscreen washers, pass lights, an outstanding car with an excellent history; terms, exchanges.—Chase Rd., Epsom. Tel. Epsom 655. [8676

SWANMORE GARAGE offer:—

25/30 saloon by Thrupp & Maberly; £1,575.

PHANTOM III seven-seater; £1,275.

PHANTOM II saloon by Gurney Nutting; £855.

PHANTOM II saloon by James Young; £855.

20/25 shooting brake; £1,175.

EXCHANGES or terms.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43344. [C4024

TAYLOR & CRAWLEY offer:—

1939 Rolls-Royce Wraith (WHC) mitred edge sports saloon by Thrupp & Maberly, 1,000 miles since complete overhaul by authorized specialist, owner-driver car of great appeal; £2,150.

48, Kensington Court, W.8. Western 6015. [C4056

KNIGHTSBRIDGE MOTORS, Ltd.

1934 (December) Rolls-Royce 25hp 4-light sports saloon by Hooper, high waistline, large boot, 58,000 miles only and in perfect condition, finished in black with beige leather, one owner since new, full maker's history; £875.

3, Roberts Mews, Lowndes Place, Belgrave Sq., S.W.1. Sloane 4086. [C2063

MASCOT MOTORS, Ltd., offer:—

1935 25hp Hooper sports saloon with division.

1935 25hp Tickford 4-light saloon.

1934 25hp Hooper sports saloon with division.

1933 25hp Park Ward sports open tourer.

1933 40/50hp Freestone and Webb Continental sports saloon.

1932 25hp Freestone and Webb sports saloon.

1931 25hp Mulliner 4-light saloon.

WE are anxious to purchase pre-war Rolls-Royce and Bentley with owner-driven coachwork.

MASCOT MOTORS, Ltd., 237-243, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231-2. [C3007

HEARSES from stock, 1934-1937 25-30hp, brand-new hearse bodies. Seen:—

ALL Trade Enquiries, Station Approach, Kew Gardens. Alpe & Saunders (Coachbuilders), Ltd., Richmond 1161. [8485

1936 Rolls-Royce 25/30 Windover limousine, in very good condition; £650.

1935 Rolls-Royce 20/25 Arthur Mulliner limousine, well kept; £595.

ALL enquiries to Head Office, Carrs Auto Sales, Ltd., Standard House, South End, Croydon. Tel. Croydon 6088. [7373

ROLLS-ROYCE 25/30 saloon, registered December 31st, 1937, G.L.P. series, black with pigskin upholstery; £1,250.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [C5025

1939 Rolls-Royce drop head coupe by H. J. Mulliner, blue with black wings, 22,000 miles only, Rolls history.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., S.W.5. Fremantle 8401. [C4056

1949 Rolls-Royce, 34,000 miles, body by Freestone & Webb, one owner driver; £3,500 or best offer; no dealers.—Box 0644. [8859

1933 20/25 Park Ward saloon, two owners, major overhaul, in outstanding condition.—Basingstoke Motor Co., Ltd., Basingstoke. Tel. 477. [C1012

1928 Phantom I Rolls-Royce 7-passenger limousine, good condition; £45.—Regent Hire & Service Garage, 291, Ballards Lane, N. Finchley, N.12. [9003

1939 Replica Dorchester drop head coupe, full de luxe model built on the late 21.6 chassis, 20 m.p.g., just had extensive overhaul; £645.—Below.

THE SOUTHERN MOTOR Co., originators of the Rolls-Royce replicas, have a few models in stock at reasonable prices.—Works, Old Hunts Green, Lowfield Heath (adjacent to Gatwick Airport); office, Gillian Cottage, Lowfield Heath, nr. Crawley, Sussex. Tel. Crawley 437 [8840

ROLLS ROYCE Phantom II, in absolutely perfect condition, well maintained and owner driven, mileage 71,000; inspection invited.—Reply to Box 0980. [8754

PHANTOM III Rolls-Royce, very smart sports saloon, reg. 1937; offers or exchange smaller car, open or closed.—45, Shirehall Park, N.W.4. Hendon 1648. [9006

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272-3), officially appointed Rolls-Royce retailers and repairers: reliable used cars in stock. [5360

1925 20hp sedanca, winding division, boot, chassis GNK58, attractive coachwork, black, fawn cloth in rear; £175.—19, St. Paul's Street, Stamford, Lincolnshire. [8745

ROLLS-ROYCE

J
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JACK BARCLAY, Ltd.,

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers of Rolls-Royce and Bentley; please write for stock list, open until 8 p.m.

EXAMPLE.—1951 (Nov.) big bore Silver Wraith sports saloon with partition by Hooper, painted black and ivory and upholstered in beige hide, speedometer reading 8,000 miles; price £4,950.—Jack Barclay, Ltd., Berkeley Sq., London, W.1. Open until 8 p.m. Tel. May. 7444 [C1062

ROLLS-ROYCE 20, 25 and 30hp owner-driver saloons, also limousines at specially low prices.—Claude Burgoyne & Co., St. Peter's Garage, St. Peter's Rd., Hammersmith. Riverside 7644. [9075

1936 Rolls-Royce 20-25hp black Mulliner saloon, one owner, 85,000 miles, rebored 67,000, exceptional condition.—W. J. Campbell & Miller, Ltd., 2, Charlotte Square, Edinburgh, 2. [8789

WALTER SCOTT, Ltd.—1937 Rolls-Royce 30hp Barker limousine, black, 42,000 miles, exceptional; £1,075.—59, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube.) Pri. 5914. [C4006

1948 Rolls-Royce Silver Wraith saloon, with division, H. J. Mulliner Sedanca de ville, colour black, mileage 18,000, one owner; £3,950.—Brew Bros., Ltd., 135, Old Brompton Rd., S.W.7. Fremantle 3333. [C1063

1948 (July) Rolls Wraith, Mulliner coachwork, radio, heater, mileage 18,000, completely overhauled and modified to 1953 by makers, not since used.—H. C. Paul, Ltd., 52, Bruton Place, W.1. Mayfair 0821-2. [C3040

1950 (Aug.) Rolls-Royce Silver Wraith, 24,000 miles only, Windover saloon, col. grey, cloth upholstery; £2,950.—Clayton's Cars (London), Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

795gns.—Rolls-Royce, 1957 25/30hp Hooper 7-passenger limousine, black, leather throughout, face forward occasionals, division, discs, carefully used, excellent condition, taxed; terms; exchanges.—Rowland Smith, below.

495gns.—Rolls-Royce, 1953 Phantom II 40/50hp Barker 4-door sports saloon, black, sliding head, brown leather, Ace discs, unworn tyres, carefully used, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

HEARSE, 1954-5, SK Series, Phantom II fitted partitioned 6-Bearer De luxe Coachwork, exclusive equipment, exceptional value, certified mechanically £985. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [C1006/1

ROLLS-ROYCE Phantom II, most handsome 1935 owner-driver 4-light 4-door saloon by Gurney Nutting, drop division, cocktail cabinet, etc.; low mileage; £950.—Claude Burgoyne & Co., St. Peter's Garage, St. Peter's Rd., Hammersmith. Riverside 7644. [8728

1949 Rolls-Royce Wraith Park Ward saloon, finished Burgundy with Bedford Cord upholstery; genuine mileage 15,000 since new; this car is the property of a discriminating motorist, and is offered with every confidence at £3,650.—Loxhams Rolls-Royce and Bentley Showrooms, Preston. Tel. Preston 4245. [C2064

H. A. FOX & Co., Ltd., officially appointed Rolls-Royce retailers, have available a 1958 Thrupp & Maberly sports saloon on the Rolls-Royce Phantom III chassis; the body is black and trimmed with brown leather, with matching carpets; the front bucket seats are adjustable and the fittings include the "V"-type windscreen, sliding roof, visors, demister, foglamp, twin horns and very large luggage accommodation; the mileage is only 86,000 and the engine was completely overhauled and modified by Messrs. Rolls-Royce at 55,675; reasonable offers invited.—H. A. Fox & Co., Ltd., 3-5, Burlington Gardens, Old Bond St., W.1. Regent 7687. [8855

A & S

LIMOUSINE 1955/25hp, partitioned, black, forward occasionals, boot, carefully maintained, £565.

LIMOUSINE 1957 (GRO Series) Thrupp Maberly, partition, forward occasionals, black, recorded mileage 25,000, opportunity, £1165.

LIMOUSINE Phantom III, Mulliner, partition, exceptionally roomy, forward occasionals, black, rear boot, lavishly equipped, beautiful lines, low mileage 44,000, only private owners, £895.

9280 Miles Phantom III, delivered 1946 (BT Series—history available) Park Ward partitioned black Limousine, forward occasionals, magnificent condition throughout, unrepeatable opportunity, £1570.

WRAITH 1959/30hp Park Ward partitioned Limousine, forward occasionals, meticulously maintained, recorded mileage 25,000, black, £1670.

WRAITH 1959/30hp, partitioned Hooper Limousine Deluxe, forward occasionals, black, magnificent reasonable cost.

OWNER-DRIVER 1938/30hp (GGR Chassis) Barker 4-light swept tail Saloons without partition, concealed boot, recorded mileage 19,000, leather throughout, carefully maintained, opportunity, £1340. Another similar, 1936, mileage 60,000, £795. Below.

ALPE & SAUNDERS always purchase Rolls-Royce. Providence Court, North Audley Street. Mayfair-2941. [C1006

Rolls-Royce Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Rolls-Royce cars.—Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 3434. [0970/R

J. MARSHALL.

WANTED, Rolls-Royce 22/22 and 20/25, all types of coachwork, any condition.

J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2369. [0498/R

Rolls-Royce Cars Wanted

A & S always purchase 7-passenger 25/30hp Limousines, also Coupes and Saloons with boot.

A & S urgently require Phantom II private Limousines, also Phantom III sports saloons. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [W1006

ROLLS saloon, exchange for latest series drop head Railton; value about £500.—Dr. Malleson, 44, Hamilton Terrace, N.W.8. [8905

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rolls-Royce.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PERFORMANCE CARS urgently require Rolls-Royce.—Great West Rd., Brentford, Middlesex. Ealing 5941. [W5041

ROLLS 20/25 with occasional seats wanted, can exchange 2½ Jaguar d.h.c. and 6½ Bentley d.h.c. and cash not exceeding £100.—Box 0567. [8774

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Livingstone 5362. [0545/R

ROLLS-ROYCE pre-1914 Silver Ghost touring car, must be good condition; coachwork.—Partics. to Welham, 5, Surbiton Hill Rd., Surbiton, Elmbridge 1875. [0596/R

THE SOUTHERN MOTOR Co. is interested in the purchase of all types of Rolls-Royce cars, particularly our pre-war replicas.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437. [6285

JACK OLDING & Co., Ltd., officially appointed retailers and repairers, are interested in the purchase of good used cars. Service in the heart of Mayfair. Tel. Mayfair 5242. Audley House, North Audley St., W.1. [W5030/R

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. Mayfair 6266.—Service works and stores: Barnsdale Yard off Elgin Avenue, W.9. Tel. Cunningham 5936-7-8 [0597/R

Rolls-Royce Spares and Service

JACK BARCLAY, Ltd.

LARGEST official repairers Rolls-Royce cars.

SERVICING or overhauls.

COACHWORK renovations and accident work.

LARGE stocks of spares.

WORKS: Lombard Rd., Merton, S.W.19 (close 8th Wimbledon Tube). Liberty 7222 (8 lines). [S1082/R

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7-8. [0614/R

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines guaranteed for 12 months for the above models; full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 5362. [0064/R

ROVER 10

£395—Rover 10 1959 4-dr. saloon, cellulose unmarked, excellent chrome, sldg. roof; many others.

BEMMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. [C1017

1939 (May) Rover 10 2-door saloon, green with green leather, chauffeur maintained; £395.—Robbins, East Putney. Tel. 4581. [C3010

1939 (Oct.) Rover 10 2-door sports saloon, dark blue, in excellent condition, radio, heater; £350 o.n.o.—Tel. Streatham 1184, evenings Streatham 5840. [8940

CAMDEN MOTORS for Rovers.—10hp special sportsman's saloon, 1958-9, very, very scarce 4-light model, delightful appearance, quite fast and economical, opportunity for the Rover enthusiast, £585.

CAMDEN MOTORS for Rovers.—10hp 4-door saloon, 1940, looks identical to post-war model and runs just as well, original black cellulose, very carefully maintained, good little engine and tyres, £435.

CAMDEN MOTORS, the Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1055

ROVER 12

DICKS.

1946 Rover 12 saloon, unused considerable period, £525.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6868-9. [C1072

HENDON CENTRAL GARAGE, Ltd., offer:—

1947 series Rover 12 saloon, taxed, immaculate condition throughout; £535.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [2034

1940 Rover 12 saloon, very good order; terms.—Rogers Garage, Wellesley Avenue, Hammersmith, W.6. Riv. 2644. [C5054

CAMDEN MOTORS for Rovers.—12hp saloon, 1958, quite a nice car on which over £50 has been spent on recent reconditioning, decent looking specimen, not knocked about or harshly treated; £295.

CAMDEN MOTORS for Rovers.—12hp saloon de luxe, 1946, a very genuine car in really excellent order throughout, excellent chassis and very quiet engine with almost silent tick-over, radio; £545.

CAMDEN MOTORS for Rovers.—12hp saloon, late 1947 4-light sportsman's model, most attractive looking car, in very outstanding order; £595.

CAMDEN MOTORS, the Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1055

ROVER 14

POVER 1959 model 14hp saloon, exceptional condition; £575.—Box 0649. [8905

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER 14

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1938 Rover 14, new engine recently fitted; £325.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

1935 Rover 14 saloon, excellent condition, taxed Dec.; £170.—Pearce, 40, Marsh Rd., Pinner, Middx. [8805

1934 Rover Speed 14 saloon, excellent mechanical condition; £145.—A.Z. Motors, Palmerston Rd., N.W.6. Mai 4723. [C1011

CASS'S MOTOR MART.—1939 Rover 14 Super Sports saloon, black, superb condition, written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

CAMDEN MOTORS' for Rovers.—14hp saloon de luxe, 1956, dark blue with interior leather to match, reasonably moderate total mileage and in good condition generally, two previous owners only; £295.

CAMDEN MOTORS for Rovers.—14hp saloon de luxe, 1947, a very proud specimen indeed, excellent coachwork and interior leather showing hardly any signs of appreciable wear, just as good in the mechanical sense, too, and fitted excellent radio and heater; £595.

CAMDEN MOTORS, the Rover specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

ROVER 16

1939 Rover 16, black, perfect condition; £350.—Further particulars, 5, Redlands, Blundell's Rd., Tiverton (2919). [6949

ROVER 20

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1938 Rover 20 sports saloon, black and brown leather, one owner; £525.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

ROVER 60 & 75

ACRES offer:—

1950 Rover P.4, black, red leather, heater and radio, one owner; £875.

ACRES AUTOS, Ltd., 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

GUY SALMON AUTOMOBILES offer:—

1948 Rover 60 saloon, black/red, leather, one owner, excellent condition; £735.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-5. [C4001

1953 Rover 75 saloon, 4,400 miles.—Weybridge 600. [C4023

1948 Rover 60 sal., grey/grey, heater, ex. cond., 20,025 miles; £775.

1949 Rover 75 sports sal., grey/grey, heater, 12,400 miles only; £875.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [C4029

1951 Rover 75, fitted radio, 16,000 miles, pastel blue; £995.—Dunham & Haines. Luton 2100. [C1079

1950 (April) P4 saloon, radio, heater, 17,000 miles, A.A. examination invited; £865 o.n.o.—Box 0696. [9069

1953 Rover P4 75, 6,500 miles, condition as new; £1,275.—Leathwood's Garages, Ltd., 203, St. James's Rd., Croydon. Tho. 1222. [9010

ROVER 75 sports saloon, August, 1948, immaculate grey with grey leather, recently fitted T4 engine, superb performance; £775.—Esher 3560. [8986

1953 (February) Rover 75 saloon, black with grey leather, fitted seat covers, as new throughout; £1,295.—Robbins, East Putney. Tel 4581. [C3010

1952 Rover 75 saloon, one owner, black/red leather, heater; £1,155.—Jack Olding & Co., Ltd., North Audley St., W.1. Mayfair 5242. [C3050

NOV., 1950, Rover P4 75 saloon, black with red leather, 17,000 miles only; £1,050.—Stratstone, Ltd., 40, Berkeley St., W.1 (Mayfair 4404). [C4022

1950 Rover P4 saloon, Channel blue/blue leather, 51,000 miles, in exceptional condition throughout; £945.—Sidford Car Sales, Southampton. [9062

1948 (October) Rover 75 sports saloon, maroon, in exceptional condition, one owner, 32,000 miles; £645.—A. Dey & Co., 18, Hardman St., Liverpool, 1. Royal 5037. [8891

1950 (Oct.) Rover P4, connaught green, beautiful condition throughout, carefully maintained, fitted burglar alarm, owner going abroad; £850.—Bailey. Tel. Potters Bar 4391. [8821

1948 Rover 75, maroon with red leather, radio, heater, etc., in outstanding condition; £695.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725/5870.

CAMDEN MOTORS for Rovers.—75 saloon, Jan., 1949, quite immaculate appearance and of definite low mileage, fitted heater, etc., and quite one of the best of this series that we have handled; £795.

ALSO two P4 Rover 75s, one 1950 and one 1951 model.

CAMDEN MOTORS, the Rover specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

CAMDEN MOTORS for Rovers.—60 saloon, 1948, rather a scarce model with improved type engine and suspension black with red leather upholstery, built-in heater, etc., outstanding bargain; £625.

CAMDEN MOTORS, the Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

1951 (Nov.) Rover 75 P.4, black, E.M.V. radio, loose covers, mileage 11,000, spare unused, carefully used, director's own car; £1,165.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [9025

Rover 60 & 75 Cars Wanted

WANTED, Rover 75 saloon, no dealers.—Box 0581. [8755

Rover 60 & 75 Cars Wanted

ROVER saloon 75, P3 or P4 wanted, one owner, very low mileage car preferred.—Adams, 685, Durham Rd., Gateshead-on-Tyne. Tel. 75552. [8984

LAND-ROVER

OFFERED by:—

EVANS (WIMBLEDON), Ltd.—A selection of high-grade used Land-Rovers with 3 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0163/4. [5111

T. P. BREEN, Ltd.

1952 Land-Rover, excellent condition throughout, tyres as new; £455.

1951 Land-Rover in similar condition; £595.—High Rd., Whetstone, N.20. Hillside 2395. [0762/R

1951 Land-Rover, 24,000 miles, one owner, many extras, roadwork only, outstanding condition; £595.—Harvey Hudson, Ltd., South Woodford, E.18. Wanstead 0056. [C2039

Land-Rover Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Land-Rover.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HARVEY HUDSON, Ltd. (the Land-Rover Specialists), wish to buy Land-Rovers.—South Woodford, E.18. Wanstead 0056. [W2039

ROVER MISCELLANEOUS

HENLYS, Ltd.

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

DEPOTS at:—

MANCHESTER (Blackfriars 7843).

BRISTOL (Bristol 21326).

BOURNEMOUTH (Bournemouth 6514).

NORTHAMPTON (Northampton 907).

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HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT WEST ROAD (Ealing 5477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0029/R

BEARTS of Kingston, Rover Specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3348. [0080/R

Rover Miscellaneous Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Rover cars.—150, Park Lane, W.1. Grosvenor 3454. [0971/R

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Rover.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

COOMBES & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0242/R

REQUIRED, good used Rover.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

FLAKES, Rover agents, will purchase any Rover car.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7736

R. P. POWELL MOTORS, Ltd., East London area dealers.—Good used Rover cars required.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [0436/R

H. F. EDWARDS urgently require good Rover for immediate cash; distance no object; details please to.—19, Seabrook Rd., Hythe, Kent. Tel. Hythe 67311. [W2059

Rover Spares and Service

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks, Rover distributors for spares and specialized service.—Tel. Datchet 54. [0047/R

LEATHWOOD'S GARAGES, Ltd., 203, St. James's Rd., Croydon. Tho. 1222. Main Rover dealers for Croydon. [0219/R

R. P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares service available.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [0437/R

BARKING.—For full stocks of spares and genuine service for Rover owners come to Albon's Garage, Ltd., 105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0518/R

DAVID ROSENFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stock available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. [0555/R

SINGER

CAR MART, Ltd.

1951 Singer Roadster, 17,000 miles; £465.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039

£335.—1948 Singer 10 saloon, new condition, terms.—Autoships, 5, Balham High Rd., Balham 1509. [C1009

SINGER

BRADSTOCK MOTORS offer:—

£475.—1950 Singer S.M.1500 saloon, black with beige, one owner, 21,000 miles, fitted heater, excellent condition throughout; terms, exchanges.—Chase Rd., Epsom. Tel. 633. [9020

PARADE MOTORS (MITCHAM), Ltd., offer:—

1939 Singer 9 4-seater, black; £185.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mitcham 3392. [C3036

B. J. HUNTER, Ltd. (the Singer Agents) offer:—

1951 Singer S.M. saloon, recent check-over, positively unmarked; £575.

1946 Singer 10hp saloon, excellent appearance, unrepeatable at £525.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

145gns.—Singer 9 1956 Bantam 4-door saloon, black, sliding head, maroon leather, very good condition; terms, exchanges.—Rowland Smith, below.

69gns.—Singer 9 1953 saloon, very good condition; terms, exchanges.—Rowland Smith, below.

75gns.—Singer 9 1937 model Bantam tourer, leather, good condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [W4018

1951 Singer 4AB, 11,000 miles genuine, black, fawn leather, unrepeatable; £445.—Jack Pozner (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. [C3065

£575!!!—1951 Singer S.M.1500 saloon in beige with de luxe leather upholstery, an immaculate specimen, genuine low mileage, a one-owner car in particularly outstanding order.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

ROSE & YOUNG, Ltd., offer: 1950 Singer 1500 saloon, low mileage, one owner, black; £495.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

Singer Cars Wanted

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Singer.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

B. J. HUNTER, Ltd.,

URGENTLY require good Singers.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [W2040

H. F. EDWARDS urgently require good Singer for immediate cash; distance no object; details please to.—28, Upper Eigh St., Epsom, Surrey. Tel. Epsom 9400. [W2001

Singer Spares and Service

RECONDITIONED units and spares.—Coulthurst & Grimshaw, Whalley New Rd., Blackburn. Tel. 48091-2. [6475

AUTOMENDERS, Ltd., are specialists in Singer service and overhauls.—Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0754/R

GORDON CARS (LONDON), Ltd., the London Singer distributors for spares, repairs and service.—St. Alban's Lane, Golders Green, N.W.11. Speedwell 4701-2. [0605/R

MANCHESTER, South Lancashire, North Cheshire; specialised sales, service and spares facilities.—Parkers, Ltd., Distributors, Bradshawgate, Bolton. Tel. 4080. Deansgate, Manchester. Deansgate 4507. [0590/R

SPORTS CARS

VINTAGE AUTOS.

DON'T come to us if you wish to purchase a post-war "modern" or pre-war "bred and butter" car. (We hate em.) But if you require a good thoroughbred vintage sports or Continental car we have the finest stock in the country. Always 90 cars for the enthusiast from £25 to £500.

TALBOT 90 special famous racing 2-seater, 128mph, £350; Minerva 1928, world famous historic Brooklands car, open boat-decked 4-seater, just rebuilt, 110-mph, £250; Rolls 20 open 2-4-seater, £200; Rolls 25 o/d saloon, £235; Alfa-Romeo 1750, rebuilt 1950, with aerodynamic saloon coachwork, £425; Bentley Speed Six 1956 sportsmans saloon, £350; Bentley Speed Six 2-seater, just completely rebuilt, as new, £425; Bentley 4-litre saloon, 1930, £150; Morris Minor 2-seater, 1953, £45; Morris Cowley 2-4-seater, 1930, £35; Alvis Speed 20 saloon, 1933, £145; Hillman 20 d.h. coupe, 1938, £175; Hillman 10 1937 open tourer, £75; Salmson saloon, 14hp, 1939, one owner, £265; Lagonda 3-litre saloon, £500 overhaul, £195; D.K.W. 8hp 1938 d.h. coupe, £185; Lancia Lambda short chassis, choice of three, from £165; Frazer-Nash 1¼-litre, 2-4-seaters, choice of three, from £110; Mercedes 2-litre 1936 d.h. coupe, £265 (choice of seven different Mercs.).

AND at our new branch, 5 minutes from Crystal Palace race track, at 185, Elmers End Rd., Beckenham. Tel. Beckenham 2521:—

TALBOT 75 1935 saloon, £45; Talbot 14 1933 saloon, £45; Alvis 12 Firefly saloon, 1934, £95; Alvis Silver Eagle saloon, 1934, £95; Austin 7 open 4-seater, £55; Austin 7 nippy 2-seater, 1940, £165; M.G. Magnette open 4-seater, £125; Bentley 3-litre 1928 saloon, £150; Lea-Francis open 4-seater, £85; Singer 9 coupe, 1934, £145; Delage D6 1934 d.h. coupe, £165.

AND many others.

WE are open till 10 p.m. for inspection, 7 days per week.

HEAD office and main showrooms: 66, London Rd., Tooting. Tel. Mitcham 3951. [C4039

PLEASE turn to Frazer Nash-B.M.W. for details 1½-litre special bodied sports saloon.—Advert No. 8972. [8973

ASTON MARTIN side-valve, believed team car in sound order, 2/4-seater in racing green, 75 m.p.h., 28 m.p.g., taxed; £165.—Wimbledon 5536. [8922

1938 Lea-Francis 12 saloon, spacious, fast, comfortable, big boot, 30 m.p.g.; £275.—11, Woodhall Drive, Pinner. Hatch End 2395. [8912

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SPORTS CARS

MERCURY offer:—

£325—1938 10hp Railton 3-seater d/h coupe in spotless condition.

£325—Really immaculate 1939/40 T.B. M.G. in 2-tone green, beige interior, full length tonneau, spotlight, twin windstones, new tyres, taxed.

£295—1938 1½-litre H.R.G. 2-seater, Number 4 E.D. Meadows, full tonneau, 3-branch outside exhaust, twin spares, resprayed blue.

£265—1939 1,100cc Fiat foursome d/h coupe, reconditioned motor, 40mpg, a very clean and lively car.

TERMS and exchanges with pleasure.

MERCURY MOTORS, Universe House, 604-6, Harrow Rd., Wembley, Middx. Wembley 6058-9. [C3013

CHARACTER CARS.

ASTON MARTIN Mark II long-chassis 4-seater, £335; Alfa-Romeo 1750 saloon, £250; Alvis 1957 Speed 25 saloon, £245; 1934 Speed 20 tourer, £225; Sunbeam 1930 sportsman's saloon, £135; and others.

WELLESLEY Court Rd. (George St.), E. Croydon. Croydon 2555. [C1044

PERFORMANCE CARS.

WINDMILL GARAGE, Great West Rd., Brentford, Middlesex. Ealing 8841.

ONLY 3 minutes from Northfields Tube Station, Piccadilly or District Underground.

PICK your choice from the largest sports car show in Britain.

COMPARE all the different models, over 100 cars plainly marked with year and price.

WRITTEN guarantee; immediate h.p. and insurance; B.M.T.A., M.A.A.; appointed R.A.C. and A.A.

ALLARD J.2 Ardun heads, ex Jacobs, 1951; £795. Allard J.2 streamlined 2-seater, 1953; £695.

ALLARD 71M 4-seater roadster, 1948, £445; Allard 71K drop head coupe, 1949, £445.

AC 16/80 comp. 2-seater, 1937, £265; A.C. 16/70 4-seater tourer, 1937; £275.

AC 16/56 2-seater with dickey, 1936, £225; Austin A.40 Somerset saloon, 1953; £755.

ALVIS Speed 20 V.D.P. tourer, 1935, £225; Alvis Speed 20 V.D.P. tourer, 1934, £145.

ASTON Martin 1½-litre Ulster 2-seater, 1936, £525; Aston Martin 12hp 4-seater, £145.

ALFA-ROMEO 17/50 Youngs coupe, 1929, £245; Alfa-Romeo 2.6 s/c Castagna coupe, 1934, £295.

BENTLEY 3-litre V.D.P. tourer, 4½-litre engine, 1925, £345; Bentley 3-litre tourer, 1925, £225.

BENTLEY 4½-litre razor-edge saloon, 1929, £395; Bentley 3-litre Blue Label saloon, 1926, £175.

BENTLEY 6½-litre d/h foursome, 1929, £145; Bentley Speed 6 4-seater tourer, 1930, £365.

COOPER Mark V 500 Jap, 1951, £545; Delage D.6/11 21hp sports saloon, 1935, £145.

FRAZER NASH 1½-litre T.T. Replica, 1931, £195 H.W.M. Alta 2-litre comp. 2-str., 1952, £625.

JAGUAR XK120 2-seater roadster, 1950, £1,095; Jaguar XK120 2-seater roadster, 1951, £1,145.

JAGUAR 3½-litre sports saloon, 1939, £195; Lea-Francis 1½-litre 2-seater roadster, 1948, £495.

LAGONDA 3½-litre V.D.P. tourer, 1935, £225; Lagonda 3-litre d/h foursome, 1932, £195.

LAGONDA 4½-litre sports saloon, 1934, £195; Lagonda 3-litre tourer, 1931, £125.

LAGONDA 10hp Rapier tourer, 1934, £195; Lagonda 3-litre coachbuilt utility, 1934, £125.

MORGAN Plus 4 2-str. roadster, 1952, £565; Morgan 4/4 10hp d/h coupe, 1939, £315.

M.G.—See large selection under M.G. column; also spares and service.

RILEY 2½-litre saloon, 1951, £795; Riley 1½-litre Kestrel saloon, 1937, £325.

RILEY 1½-litre Falcon saloon, 1935, £195; Riley 9 Lynx tourer, 1933, £155.

ROLLS-ROYCE 20/25 Salmon's cabriolet, 1933, £445; R.R. 20/25 close-coupled limousine, 1934, £525.

SINGER 1½-litre Le Mans 2-seater, 1934, £225; Talbot 3-litre sports saloon, 1938, £375.

WOLSELEY 18/85 de luxe saloon, 1947, £375; Wolseley 14hp d/h foursome, 1939, £265. [C3041

B & G MOTORS offer:—

£165—Lagonda 2-litre 12.8hp low-chassis open speed model 4-seater; this car has just returned from a several hundred mile tour of France when it used no oil and ran absolutely trouble free; battery new, tyres excellent.

£145—M.G. 12hp L-type open sports 4-seater, black, goes like the clappers; a very smart and sound car; slab tank, etc.

£145—Riley 9 Gamecock open sports 2-seater, black, an excellent car with twin carbs., etc., etc.

£125—Wolseley Hornet EW Special 12hp sports saloon, resprayed grey, engine just overhauled at cost of over £60 including rebore, crank grind, new pistons, big-ends, mains, valves, etc.; mileage under 50 since; a genuine B & G bargain.

£120—Hillman 10hp open sports 2-seater, just resprayed in Opalescent grey, new hood, runs beautifully, excellent brakes, etc.

£110—Wolseley Hornet 12hp sports foursome drop head coupe, resprayed in black, spotless condition, twin carbs.

£95—Austin 750cc Ulster type 2-seater, smart car with outside exhaust, etc., goes like a little bomb.

£72—M.G. 8hp open sports 2-seater, black, sound and most attractive little car, ready to go anywhere.

MANY others; terms.—B & G Motors, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [C1019

WEST LONDON MOTOR MART offer a large selection of vehicles, all at low prices.

AUSTIN 16 tourer, £75; Austin 7 2-seater, £65; Alvis Firefly coupe, £75; Alvis Speed 20, £165; B.S.A. 2-seater, £155; Bentley 3-litre tourer, £95; Ford 8 saloon, £95; 1939 Jaguar 3½-litre, £185; Lagonda 2-litre tourer, £125; Morris 16 saloon, £65; Mercedes-Benz 12hp £125; Railton coupe, £165; Riley 9, £75; Rover 10, £145; Rolls-Royce limousine, £95; Salmson 12hp coupe, £125; Sunbeam 21hp coupe, £95; 8816 tourer, £95; Wolseley 12 saloon, £75.

IMMEDIATE insurance and easy terms on all cars; part exchanges, vintage specialists.

WEST LONDON MOTOR MART, Ealing Rd., Great West Rd., Brentford, Middx. Ealing 8842. [C3041

SPORTS CARS

ROWLAND SMITH'S for sports cars.

825gns.—Alvis 14, September 1950, super sports 2-seater, red, ivory leather, concealed hood, small mileage, nearly new.

595gns.—M.G. Midget, late 1951, T.D. 2-seater, red, one owner, exceptional condition.

395gns.—M.G. Midget, 1947, T.C. 2-seater, black, fawn leather, very good condition, taxed.

295gns.—Steyr 1937 18/55 supercharged sports Roadster, special streamlined body, cream, red wheels, fawn leather, concealed hood, independent front and rear suspension, excellent condition.

245gns.—Frazer Nash-B.M.W. 1937 2-litre type 45 convertible sports coupe, Bosch horns, uniform tyres, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

CHIPSTEAD MOTORS, Ltd., offer at sensible prices—

ALVIS Speed 25 1939 Charlesworth drop head coupe, dual colour, in beautiful condition.

ALVIS Speed 25 sports saloon, 1940 model, helmet wings, birch grey, maroon leather, specimen.

ALVIS 4.5, 1939 d/h foursome coupe, fitted radio, heater, black, 5 new tyres, good condition.

ALVIS 1935 Speed 20 open tourer, fitted with Marshall supercharger and completely renovated throughout, bills available for £550 in last 18 months, this car is really outstanding.

BENTLEY 3½-litre 1934 special open 4-seater tourer, with wind-up windows, engine completely reconditioned, 400 miles only, brakes, shock absorbers, steering, etc., reconditioned, repainted dual colour, fitted new hood and tonneau, photo on request.

BENTLEY 1934 Barker Continental close-coupled foursome, d/h coupe, history since new and all bills of work available, excellent chassis and a very pretty body.

BRISTOL, May, 1950, type 400 sports coupe, two owners, maintained absolutely regardless of expense, blue, beige leather, radio, etc., specimen.

CITROEN, 1948, reconditioned engine 5,000 miles ago, many extras, reasonable price.

DELAGE D.6.70, beautiful streamlined sports saloon, body finished in metallic bronze, fawn leather, Cotal gear box, engine just reconditioned and not run-in; this car has to be seen; ready shortly.

FORD V.8 utility, late 1937, excellent condition, new tyres, recellulosed.

JAGUAR 100 competition 2-seater, late 1939, 2½-litre, Scintilla mag., luggage rack, etc., specimen.

LAGONDA LG45 1937 model pillarless sports saloon, immaculate condition; bills available for £241 overhaul, radio, Ace discs, bumpers, etc.

LANCIA Aprilia, 1939, just painted metallic blue, radio, Andre Telecontrol, in really good condition, reasonable price.

MERCEDES 1.h.d. 170V foursome d/h coupe (registered 1945), repainted and in very nice order.

WE are desirous of purchasing good quality English and Continental sports and touring cars.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7255/7154. [C1046

1950 Robson sports 2-seater, 8hp, one owner, radio, burglar alarm, many extras; this car is a model piece and of most streamlined design, it really must be seen to be appreciated, it cannot be repeated; the only one in England for sale, colour copper, brown leather, showroom condition, low mileage, £365.

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. [C4055

£165!!!—Wolseley Hornet 12hp special Arrow 4-seater open sports, completely rebuilt by knowledgeable enthusiast at considerable cost, very attractive cream finish, all-over tonneau cover, excellent hood, special rigid screens and chromed luggage rack, light oak instrument facia, rev. counter, flexible steering wheel, remote control gears, etc., this excellent little car does go remarkably well.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1055

JOHNSON & BROWN offer Lagonda LG45 tourer, £495; Bugatti type 50 roadster, £650; Bentley 4½-litre rebuilt 4-seater, £295; Fiat Balilla sports 2-seater, £255; M.G. Montlhery Midget 2-seater, £195; Riley 14hp saloon, 3 carburettors, Scintilla magneto, £95; Lagonda LG45 drop head coupe, £425; 1936 Aston Martin Mark II short chassis 4-seater, £450; F.N.-B.M.W. 327/55 drop head coupe, 1939, £625.—Ringers Rd., Bromley, Kent (20 minutes Victoria). Ravensbourne 6479 and 2522. [C3049

Sports Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for sports cars.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018 R

GOOD quality sports car required, around £500 offered.—Box 0695. [9068

SALOON car, in exchange for latest series drop head Railton, value about £500.—Dr. Malleson, 44, Hamilton Terrace, N.W.8. [8906

PERFORMANCE CARS urgently require sports cars.—Great West Rd., Brentford, Middlesex. Ealing 8841. 107, New Cavendish St., Great Portland St., W.1. Museum 8281. [W3041

Sports Cars Spares and Service

AUTOMENDERS, Ltd., are enthusiastic repairers, tuners and modifiers.—Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0753/R

S.S.

S.S. 16hp most elegant 1934 sunshine foursome saloon, low mileage, excellent mechanics; and impressive external condition, smooth, delightful and economical performance.—Apply James Franklin, Goring-on-Thames. Tel. 57. [9022

STANDARD 8

HENDON CENTRAL GARAGE, Ltd., offer:—

1947 Standard 8 saloon, taxed, at bargain price of £265.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

1948 Standard 8 saloon, grey, 24,000 miles only, beautifully maintained, one owner, £335.—Tel. Ewell 6757 [8916

STANDARD 8

CAMDEN MOTORS for Standard 8s.—saloons, drop heads and tourers in stock from £195.

CAMDEN MOTORS for Standard 8s, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue [C1035

1946/7 Standard 8 drop head foursome; £325.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100yds Clapham South Tube). Batt. 1107-8-9. [C2024

1946 Standard 8 de luxe saloon, low mileage, £275; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2035

ROYS offer:—1939 Standard 8 saloon, good, £185; h.p. and exchanges.—Roys Automobiles Ltd., 127, Parkway, N.W.1. (near Camden Town Tube Station). Euston 2700 and 8094. [C3059

£295—Standard 8 saloon 1946-7, black with brown upholstery; or £99 deposit and 12 or 18 monthly payments.—Starnes Motors, 105, Cricklewood Broadway, N.W.2. Gla. 2480. [5008

STANDARD 9

1934 Standard 9 saloon, really good order, most reliable; £130.—Harrow 4651. [8915

1938 Standard 9 saloon; £195; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169 Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1939 Standard 9 saloon, immaculate order, engine just reconditioned; £235; terms, exchanges.—H. Rose, The Lynch Garage, Uxbridge 122 (opposite side entrance G.P.O.). [C3055

STANDARD 12

1938 Standard Flying 12, guaranteed; £160; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6651. [C3029

£399!!! Bargain, late 1947 Standard 12, full de luxe saloon, unblemished coachwork, excellent interior leather work and tyres.—Below.

£295!!! 1939 Standard Super 12 sunshine saloon, leather upholstery, fully equipped, excellent throughout, a fine modern car; 3 months' guarantee; hire purchase, exchanges.

LAMBS Finchley Showrooms, 421/425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

TANKARD & SMITH, Ltd.—1946 Standard 12 saloon de luxe finished in black with brown leather upholstery; £345.—97, Peckham Rd., S.E.15. Tel. Rodney 2051. [C4025

£275—1939 Standard Super 12 de luxe saloon, grey, post-war look, clean condition, taxed, £100 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

STANDARD 14

SCOTT CARS offer:—

1947 (November) Standard 14 drop head radio, heater, new engine immaculate; £395.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

1948 Standard 14 saloon, also 1939 Standard 12 saloon, both cars immaculate.—Autowork, Ltd., Winchester. Tel. Winchester 4854. [C1010

1947 sun roof saloon, grey/blue, above average condition generally; £390.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

STANDARD VANGUARD

DICKS.

1951 Standard Vanguard saloon, one owner, chauffeur maintained; £595.

DICKS CAR SALES, Ltd., 585-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072

CAR MART Ltd

1953 Standard Vanguard Phase I saloon, radio, heater, 7,000 miles; £725.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5454. [C1059

ACRES offer:—

1950 Standard Vanguard, blue, heater, red leather, fitted overdrive, one owner; £560.

ACRES AUTOS, Ltd., 10 & 11 Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

SCOTT CARS offer:—

1949 Vanguard, immaculate; £455

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

TOM GARNER, Ltd., offer:—

1952 Standard Vanguard saloon, grey with red leather, heater, loose covers, many extras, 5,000 miles only; £745

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

B. J. HUNTER, Ltd., offer:—

1951/52 Vanguard saloon, one owner, remarkable order throughout; £625.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

SAUL & SLATTER, Ltd., offer:—

1952 Vanguard, comet blue, fitted with heater, whole car immaculate; £675.

44-46, Aldermans Hill, N.13. Palmers Green 5631-2-3. [C4002

CHARLES RICKARDS, Ltd., offer:—

1951 (Nov.) Standard Vanguard, finished comet blue with red leather, 16,000 miles, taxed for year, in exceptional condition throughout; £595.

ALSO a good selection of genuine low mileage cars, offered with our 3 months' guarantee.

56 Bayswater Rd., W.2 (next door Lancaster Gate Tube Station, 5 minutes from Marble Arch). Pad. 1820. [C3050

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD VANGUARD

D. J. SHEPHERD & Co. (Enfield), Ltd., offer:—

1952 Standard Vanguard saloon, green, excellent condition throughout, fitted H.M.V. radio taxed; £665.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [C4009

BERKELEY SQUARE HOUSE GARAGE, Ltd., offer:—

1953 P11 Standard Vanguard, two tone, grey/blue, red upholstery, 3,000 miles; £800.

1953 P11 Standard Vanguard, radio, heater, loose covers, grey, many extras, 6,000 miles; £825.

1952 P1 Standard Vanguard, black, red vynide, heater; £665.

BERKELEY Square, W.1. Gro. 4543. [8610

1952 Standard Vanguard saloon, radio, heater; £685.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., N.W.1. Eus. 6611. [C2025

£545.—1950 Vanguard, one owner, blue with beige, radio and heater.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel Denham 2266. [C1070

NEW Standard Vanguard Phase II saloon, immediate delivery; list price.—Mayfair 3541. [C3030

1952 Standard Vanguard, black, genuine mileage approximately 11,000, well maintained.

ARLINGTON MOTOR Co., Ltd., High Rd., Waltham Cross, Herts. Tel. Waltham Cross 2760. [6274

1949 Standard Vanguard fitted Tickford roll-top conversion, grey/red leather, heater, radio, ex. cond., 30,000 miles.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [C4029

1950 Vanguard, black, small mileage, absolutely as new; £585; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1953 (May) Vanguard, low mileage, fitted heater, new condition; £715.—Oldroyd, 11, Norwich Ave., Grimsby. [8882

1953 Vanguard Phase II, 500 miles, fitted heater; £795.—Pantiles Service Garage, London Rd., Guildford 5326. [C3035

1951 (November) Standard Vanguard saloon, leather and heater, low mileage; £565.—S. F. Erskine & Sons, Ltd. Tel. Woking 330. [C2051

1953 Phase II Vanguard, 550 miles; £795.—Evans, & O'Malley, Ltd., Lowndes Sq., Knightsbridge, S.W.1. Tel. Sloane 1353 or 1709. [7086

OVERDRIVE!!—1953 (April) Phase II Vanguard saloon, black and red, radio and heater, quite unmarked after only 5,000 miles; £895.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., S.W.5. Fremantle 8401. [C4056

CAMDEN MOTORS for Standard Vanguards.—Late 1950 saloon, beige with red leather upholstery, heater, etc., excellent condition throughout; £565.

CAMDEN MOTORS for Standard Vanguards.—1952 C type saloon with latest type radiator, etc., genuine one-owner car in quite immaculate condition; £645.

CAMDEN MOTORS for Standard Vanguards.—Estate cars and utilities, several in stock from £445.

CAMDEN MOTORS for Standard Vanguards, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1055

1952 Vanguard saloon, grey with red Vynide, fitted with interior heater, 600 miles, almost as new; £725.—Robbins, East Putney. Tel. 4581. [C3010

1951 (October) Vanguard, low mileage, 28mpg, heater and overdrive; £590.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026

KENTISH & THOMSON, Ltd.—1949 saloon, grey with grey leather, fitted with loose covers; £450.—564-6, Wickham Rd., Croydon. Springpark 3477. [C2047

1950 model Vanguard saloons, black, radio, heaters, low mileage, very clean; choice of three from £450.—Kings Motors, 1, High St., Hounslow. Hou. 0175. [C2049

VANGUARD, black (1952, Sept.), radio, air conditioning, fitted overdrive, one owner only, upholstered red, mileage 11,000; £760; immaculate, as new.—Tel. 68115 Nottingham. [8920

1951 Vanguard, black with red leather, one owner, taxed December, 1953, first-class condition throughout; £575.—Miles Motors, 60, High St., Uxbridge. Tel. 125/2967. [C3070

1951 (Nov.) Standard Vanguard sal., Comet blue, leather, heater, 16,000 miles, one owner, excellent condition throughout; £595.—C. A. Peto, Ltd., 42, North Audley St., W.1. May. 3051. [C3043

1951 (November) Standard Vanguard saloon, black, radio, heater, leather. Ace Rimbellisher, immaculate throughout; £595.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. [C1016

£495.—Standard Vanguard 1949, with 1953 engine and front, leather upholstery, loose covers, radio, heater; in very exceptional condition throughout.—H. C. Paul, Ltd., 33, Bruton Place, W.1. Mayfair 0821/2. [C3040

1950 Vanguard saloon, leather, heater, total mileage since new 21,000, positively unmarked; £495; exchanges and deferred terms.—Epps Brothers, The Latches Garage, Green Street Green, Farnborough (Kent) 2244. [9033

PRIDE & CLARKE, Ltd. 1949 Standard Vanguard saloons, grey/red, green/red or black/brown leather, heater, loose covers, choice of three from £439; three months guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

1950 Standard Vanguard, grey with red leather upholstery, one owner, fitted with heater, well maintained, bargain; £445.—Garage Service Co., Ltd., 1081, Finchley Rd., Temple Fortune, Golders Green. Speedwell 8692, 3408 or 7008. [C2019

STANDARD VANGUARD

545gns.—Standard Vanguard, October 1951, saloon, gunmetal, maroon leather, heater, radio, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Standard Vanguard Cars Wanted

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Standard Vanguard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

REALLY good second-hand Vanguard Estate required.—Cobb, 30, Harley House, N.W.1. [W1086

FULL value paid for Vanguard or similar.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

C. A. PETO, Ltd., 42, North Audley St., W.1, wish to purchase immediately late model Standard Vanguard.—May 3051. [W3043

STANDARD MISCELLANEOUS

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon, Cro. 6088. Standard and Triumph Distributors for Croydon, Purley, Caterham, Epsom, Mitcham, Beckenham, Bromley, Sidcup, Bexley Heath and Farningham. [0026/R

Standard Miscellaneous Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Standard cars.—150, Park Lane W.1. Grosvenor 3434. [0975/R

ROWLAND SMITH'S, The Car Buyers. Highest cash prices for Standard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta 8000.—Seven Sisters Rd., Tottenham, N.15. [0181/R

Standard Spares and Service

S&T

STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models, manufacturers' largest stockist in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Maida Vale 9114 (10 lines). [0166/R

KJ MOTORS, Ltd., for spares, reconditioned units. Girling agents.—Bromley, Kent. Rav. 3456. [0367/R

STANDARD Spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439. [0301/R

STANDARD spares all models from 1935; replacement units; complete overhauls, recellulosing.—Puttocks, Ltd., Alexandra Terrace, Guildford. Tel. 5391. [5941

STANDARD spares all models from 1934 by return of post; genuine factory replacement engines 1938 onwards; quote commission number when ordering.

WHITE'S GARAGE, Ltd., Standard and Triumph Distributors, Grimsby. Tel. 5486. [0475/R

MARGATE, Kent.—Service and spares for all models.—Post enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 20405. [4752

STANDARD spares for all models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0359/R

LANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911).—Full range of spares, 'phone, write or call; orders dispatched immediately.—39-43, Eden St., Kingston. Kin. 3151-4. [0286/R

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards; guarantee three months; Girling and Bendix stockists.—Arcadia Ave., Finchley, N.3. Finchley 5908/9. [0002/R

STUDEBAKER

SIMPSON'S offer:—

1952 Studebaker Champion, all extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley. Wembley 8691/3903. [C4015

STUDEBAKER Champion 48/9; £695; terms or exchange.—Valentine 4674, after 6 p.m. [C2018

1949 Studebaker Champion convertible, grey, radio, heater, power operated hood and overdrive, beautiful condition; £975.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [C4036

£595!!!—1947-8 Studebaker Champion l.h.d. saloon, black with fawn top, overdrive, heater, Motorola radio, etc., one owner, new tyres, taxed, in really nice condition; exchanges.—H. B. Rath, 56, Gloucester Rd., Kensington, S.W.7. Wes. 5175. [8979

SUNBEAM

COMPLETE CAR SERVICE, Ltd.—Sunbeam spares service.—Shandon Garage, Abbeville Rd., S.W.4. Tel. Tul. 4505. [0315/R

SUNBEAM Alpine, as brand new, red with cream upholstery, fitted heater, special reason for sale; best offer under list price accepted.—Mole, Greyhound Lane, Stourbridge 57824. [8871

SUNBEAM-TALBOT

1951 Sunbeam-Talbot 90 coupe, one owner, radio, heater, first-class condition throughout; £675.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [C5004

SUNBEAM-TALBOT

RAYMOND WAY.

RAYMOND WAY of Kilburn.

RAYMOND WAY; the hire-purchase specialists.

1949 Sunbeam-Talbot 90 saloon in really immaculate condition throughout, negligible mileage, fitted radio and heater, choice of three others; from 565gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards.) [C4047

BRADSTOCK MOTORS offer:—

£725.—1951 Sunbeam-Talbot 90 sun saloon, black, red leather, one owner, fitted H.M.V. radio, heater, mirror, clock, excellent condition throughout; terms, exchanges.—Chase Rd., Epsom. Tel. Epsom 633.

OVERSEAS CARS, Ltd., offer:—

1952 Sunbeam-Talbot 90 saloon, grey, heater, loose covers, 15,000 miles, one owner, exceptional condition throughout, £890; for other Overseas car bargains see page 75.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [C3031

METROPOLITAN MOTORS offer:—

1951 series Sunbeam-Talbot 90 saloon, fitted all extras, taxed, one owner since new and in excellent condition; £820.—Metropolitan Motors, Horn Lane, Acton, W.3. Acorn 5064. [8470

WARWICK WRIGHT, Ltd., offer:—

1953 (series) Sunbeam-Talbot 90 Mark IIa saloon, radio and heater, beech green, 5,000 miles; £1,050.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761 [C4045

GUY SALMON AUTOMOBILES, offer:—

1953 Sunbeam-Talbot 90 drop head coupe, 3,000 miles from new, radio, heater, seat covers, quite as new; £1,095.

1951 Sunbeam-Talbot 90 saloon, heater, 21,000 miles, blue/beige leather, excellent condition; £795.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001

HENDON CENTRAL GARAGE, Ltd., offer:—

1951 series Sunbeam-Talbot 90 saloon, fitted all extras, taxed, one owner since new, 16,000 miles and in immaculate condition; £820.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [2034

1952 Sunbeam-Talbot 90 Mk. II, blue, mileage 17,000, perfect condition; £825.—Box 0577. [8751

£350.—Sunbeam-Talbot 10hp 1948, 38,000 miles, silver/grey tourer, wireless fitted.—Box 0629. [8818

SUNBEAM-TALBOT 90 l.h.d. saloon, 1949, grey, grey leather, radio; £565.—Modern Service (Wimbledon), Ltd. Tel. Wimbledon 5155. [C3014

1951 Sunbeam-Talbot drop head, one owner, 21,000 miles; £745.—Anthony Crook Motors, Ltd., Caterham Hill, Surrey. Tel. 2232/3. [C1065

1952 model Sunbeam-Talbot 90 Mark II sports saloon, black, red leather interior, immaculate condition throughout; terms; £795.—Esher 3560. [8987

1939 Sunbeam-Talbot 10, radio, excellent condition, £285; 3 months' written guarantee.—Browns Garage, Loughton (Essex) 4119. (Tube). [C1084

CAMDEN MOTORS for Sunbeam-Talbots.—90 saloon, 1949 model, smart metallic finish, beige leather, a nice car, sound mechanically and with good tyres; £625.

CAMDEN MOTORS for Sunbeam-Talbots.—10hp sports saloon, Nov., 1947 (1948 series), recently overhauled and in really good mechanical order, well above average appearance; £545.

CAMDEN MOTORS for Sunbeam-Talbots.—10hp sports, 1939, finished in dark green, most attractive specimen, expertly maintained and with outstanding performance; £345.

CAMDEN MOTORS for Sunbeam-Talbots.—90 saloon, 1951, pastel blue, fawn leather, heater, screen-wash, beautiful low-mileage specimen; £795.

CAMDEN MOTORS, the Sunbeam-Talbot Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

1953 Sunbeam-Talbot 90 saloon, green with beige leather, heater, 5,000 miles, as new; £1,075.—Stratstone, Ltd., 40, Berkeley St., W.1 (Mayfair 4404). [C4022

1952 (April) Sunbeam-Talbot saloon, blue, beige leather, one owner, H.M.V. radio, twin spot lamps; £800.—G. E. Harper, 1, London Rd., Stevenage. Tel. 700. [8835

1952 Sunbeam-Talbot 90 d.h. coupe, gunmetal grey with maroon hood and seat covers, mileage 3,700; £1,050.—"Kotagiri," Daverham Ave., Northwood, Middx. [8556

1953 (April) Sunbeam-Talbot 2A, guaranteed mileage 4,000, colour Alpine mist, fitted heater, radio, lifeguards, seat covers, brake lock, roof rack, taxed December (extras cost £100); £1,125.—Ken Dixon Motors, Ltd., the Sunbeam-Talbot Agents, 282-4, Manchester Rd., West Timperley, Cheshire. [8892

£775.—1951 Sunbeam-Talbot 90 Mark II 4-seater convertible coupe, a really beautifully kept one-owner car, finished in black with red leather, delightful performance, thoroughly recommended, written guarantee; terms, exchanges.—H. F. Edwards, 200, Gt. Portland St., London, W.1. Tel. Langham 0012. [C2005

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SUNBEAM-TALBOT

1939 Sunbeam-Talbot 4-seater d/h, really excellent condition; £289.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12. (100 yds. Clapham South Tube.) Batt. 1107-8-9. [C2024

1950 Sunbeam-Talbot 80 saloon, black with brown leather, 27,000 miles, most attractive car; £610.—L. F. Dove, Ltd., Guildford Rd., Woking. Tel. 1282. [C1078

1951 (July) Sunbeam-Talbot 90 Mark II convertible, blue, 27,000 miles, one owner, good throughout; £695.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [C5045

1952 Sunbeam-Talbot 90 saloon, finished in blue, beige leather, fitted heater, 10,000 miles only, beautifully maintained; £850.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. [C1065

SUNBEAM-TALBOT 90 convertible, 1951, large-engine model, in perfect mechanical condition and a genuine car throughout, bargain price, £675; larger car wanted in exchange if desired, cash either way.—Aco, 3534, 91, Lyndon Rd., Birmingham, 27. [8825

1950 (May) Sunbeam-Talbot 90 saloon, bronze, with red leather, one owner, fitted H.M.V. radio, guaranteed 28,000 miles, perfect; £650.—Gibson's Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [8970

1952 (May) Sunbeam-Talbot 90 saloon, colour sapphire blue, heater, genuine mileage 12,000, spare unused, immaculate throughout and taxed for the year; £885.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C5011

SUNBEAM-TALBOT Mark II May 1951 convertible, black with red leather, virtually new condition, fitted M.M.V. radio, twin spotlamps, 35gn heater and conditioner, twin wing mirrors, link mats, tailored loose covers etc., gear box just modified with 1955 Alpine gears, cost over £1,500, taxed; £680 o.n.o.—Tel. Birmingham South 3018. [8934

Sunbeam-Talbot Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Sunbeam-Talbot cars.—320, Euston Rd. N.W.1. Euston 1212. [0516/R

R

ROOTES,

DISTRIBUTORS,

REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM.—Lower Temple St. (Central 8411).

MANCHESTER.—129, Deansgate (Blackfriars 6677)

MAIDSTONE.—(Maidstone 5335).

CANTERBURY.—(Canterbury 3252).

ROCHESTER.—(Chatham 2231).

WROTHAM Heath (Borough Green 4).

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 5401. [0111/R

R

ROWLAND SMITH'S, The Car Buyers. Highest cash prices for Sunbeam-Talbot.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

REALLY good second-hand Sunbeam-Talbot required.—Cobb, 30, Harley House, N.W.1. [W1086

PRIVATELY owned S/Talbot 90.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

FULL value paid for Sunbeam-Talbot or similar.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W5016

URGENTLY required, 1950 Sunbeam-Talbot 80 or 90 saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1441

H. F. EDWARDS urgently require good Sunbeam-Talbot for immediate cash; distance no object; details please to.—19, Seabrook Rd., Hythe, Kent. Tel. Hythe 67311. [W2059

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0089/R

CRIPPS, of Nottingham, urgently require all recent models of Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., the Sunbeam-Talbot distributors, Parliament St., Nottingham. Tel. 46581. [0465/R

TALBOT

1934 Talbot 65, Darracq body, gear box just overhauled, what offers?—Heap, Meadowside, Rectory Lane, Chelmsford. [8775

1938 3-litre Talbot, in green with blue leather upholstery, a smart motor with an excellent performance; £195.—Hindhead Motor Works, Hindhead, Surrey. Tel. Hindhead 65. [C2061

ROYS offer:—1936 Talbot 3-litre 7-passenger limousine, good; £65 deposit; H.P. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. (Near Camden Town Tube Station.) Euston 2700 and 8894. [C3059

125 gns.—Talbot, 1937 21hp 105 saloon, black, sliding head, grey leather, taxed, terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead, (Hampstead Tube), Hampstead 6041. [C4018

1935 75 saloon, 17.9hp, in excellent condition, with good tyres, preselector gear box recently overhauled and refitted, insured till July '54 and taxed for the year; £100, or near offer.—Bat. 5941 or Box 0679. [9004

Talbot Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Talbot.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Talbot Spares and Service

JOHN BLAND for Talbot new water manifolds and pumps in stock.—27, Southfields Rd., S.W.18, Vandyke 1612. [0896/R

LARGE stocks new and second-hand Talbot spares, 1929-56, including ambulance.—Clare's Motor Works, 260, Knights Hill, London, S.E.27. Gipsy Hill 0132. [0864/R

TRIUMPH

ACRES offer:—

1951 model Triumph Renown, radio and heater, low mileage, one owner; £675.

ACRES AUTOS, Ltd., 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

ELITE MOTORS offer

1947 Triumph 1800 Roadster, grey/blue leather upholstery, excellent coachwork, very good mechanically; £495.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (10 lines). [C2005

BOON & PORTER, Ltd.

1951 Renown, black/beige, one owner, 35,000 miles, excellent; £725.—Castelnau, S.W.13. (By Hammersmith Bridge.) Riverside 4444. [C1022

B. J. HUNTER, Ltd., offer:—

1949 Triumph 2000 Roadster, just fitted new works engine, excellent condition throughout; £595.

B. J. HUNTER, 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

GLANFIELD LAWRENCE offer

1949 Triumph 2000 Roadster, grey/red, new engine, tyres, battery, etc., superb throughout; £565.—407, High Rd., N.12. Finchley 0091. [C2055

PHILIP RICKARDS, Ltd., offer:—

1953 Triumph Mayflower, grey, 4,000 miles, heater, part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051

MEBES & MEBES, Ltd. (Est. 1895), offer:—

1951 (July) Triumph Mayflower saloon, Comet blue, upholstery to match, loose seat covers, moderate mileage, one owner, taxed, practically a new car; £545.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. [C3012

1953 Triumph Mayflower saloon, 1,000 miles; £695.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., N.W.1. Eus. 6611. [C2025

1950 Mayflower, 12,000 miles only, black, radio, heater, leather; £510.—Below.

1951 (July) Renown, one owner, green; £650.—Hall's (Finchley), Ltd., Odeon Parade, North Finchley, London, N.12. Tel. Hillside 1094. [9029

1950 Triumph Renown, grey, 18,000 miles, one owner; £615.—Blue Bell Hill 221. [8218

£555.—1949 Triumph 2000 Roadster, immaculate, green with red leather.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

1951 (July) Triumph Renown saloon, 18,000 miles, one owner; £675.—Weybridge 600. [C4025

1953 Triumph Mayflower saloon, comet blue, leather and heater; 2,000 miles only; unmarked throughout; £645.

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. [C4055

1952!!! (July) Mayflower saloon, black, red leather, heater, 5,000 miles, as new; £625.—Tel. Bagshot 3320. [8071

1952 Mayflower grey/red leather, heater, 11,000, immaculate; £575.—74, Edward Ave., Braunstone, Leicester. [8919

TRIUMPH Renown 1951 saloon, one owner, 15,000 miles, grey, heater; private sale; £675.—Tel. Chancery 8605 or Richmond 1857, Mr. Wray. [8822

TRIUMPH 1800 saloon, engine just completely overhauled, beautiful condition throughout, one owner, new car delivered; £525.—Norwich 22470. [8785

1953 (April) Triumph Mayflower saloon, colour Comet blue, as brand new; £655.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. [C1016

JACK ROSE, Ltd., offer 1949 Triumph 2000 saloon in grey, heater, loose covers, almost unmarked; accept £555.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

1953 (Aug.) Triumph Renown, gunmetal, overdrive, etc., works mileage, guaranteed; £1,075.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2645. [C2057

1939 model Triumph Dolomite 1½-litre saloon, radio, perfect condition throughout, far above average; £500.—Elm Auto Sales, 68, Hartfield Rd., Wimbledon. 4825/0472. [9027

ROSE & YOUNG, Ltd., offer: 1948 Triumph 1800 Roadster, immaculate condition, black; £485.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

1949 Triumph Renown saloon, radio and heater, new engine recently fitted, new tyres, excellent condition and appearance; £535.—L. F. Dove, Ltd., Guildford Rd., Woking. Tel. 1282. [C1078

1951 Triumph Renown, radio, heater, guaranteed total mileage 7,500, maroon, one owner; £725, exchanges and deferred terms.—Epps Brothers, The Larches Garage, Green Street Green, Farnborough (Kent) 2244. [9032

1950 Triumph Renown, one owner, low mileage, in genuinely exceptional condition throughout; part exchange preferred, with cash either way, or £695.—G. F. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016

TANKARD & SMITH, Ltd., offer 1951 Triumph Mayflower, grey with blue upholstery, heater, nominal mileage, exceptional condition; £565; three months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Flaxman 4801-2-3. [C4026

TRIUMPH

GUY ALFREDS & Co. offer 1950 (September) Triumph Renown saloon, radio, heater, 22,000 miles; £625.—6-7, Warren St., W.1. Euston 3268. [C1005

465 gns.—Triumph 1800, late 1946 razor-edge saloon, black, fawn leather, heater, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead, (Hampstead Tube), Hampstead 6041. [C4018

Triumph Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Triumph cars.—320, Euston Rd., N.W.1. Euston 1212. [0974/R

R

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Triumph.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ROADSTER wanted.—45, Shirehall Park, N.W.4. Hendon 1648. [9007

MARSTON MOTOR Co., Ltd., for your Triumph.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0182/R

PRIVATE owner urgently requires Triumph 1800 Roadster.—19, Mayfair Rd., Wythenshawe, Manchester. [8881

C. A. PETO, Ltd., 42, North Audley St., W.1, wish to purchase late model Triumph Mayflower.—May 3051. [W3043

H. F. EDWARDS urgently require good Triumph for immediate cash; distance no object; details please to.—28, Upper Eigh St., Epsom, Surrey. Tel. Epsom 9400. [W2001

Triumph Spares and Service

S & T

STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockists in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.2. Maida Vale 9114 (10 lines). [0597/R

BASIL ROY, Ltd., Triumph Spares Stockists, pre-war models.—161, Great Portland St., London, W.1. Lan. 7735. [0143/R

STANDARD and Triumph spares and service, replacement units.—W. T. Richards (Bexleyheath), Ltd., 74-78, Broadway, Bexleyheath. Tel. 1666-7. [0499

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0355/R

UTILITY CARS

SCOTT CARS offer:—

1949 Countryman, perfect; £450.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

JACK STONE & SON offer:—

1950 A40 Countryman; 1948 Bradford 6-seater utility; 1948 Commer 6-seater utility; 1946 Dodge 6-seater utility; coachbuilt wooden utility bodies to your own specifications, £155; order your new Vanguard, Hillman, Austin, tractor, etc., utility car or van, immediate delivery; write for up-to-date list.—221, Upper Richmond Rd., Putney 1054-5, 2276-7. [C4021

TAYLOR & CRAWLEY offers:—

1952 Humber Pullman estate car, finished in natural wood and satin bronze, 4,000 miles only, the largest and most luxurious utility.

1948 Chevrolet de luxe estate car, 35,000 miles, one private owner; £1,075.

48 Kensington Court, W.8. Western 6015. [C4056

CASS'S MOTOR MART.—1952 Vanguard Estate car, cost £1,150, £765.

1948 Fordson Utilecon, £415; written guarantee.—5, Warren St., W.1. Euston 3525. [C1040

!! Chipstead Motors, Ltd.—See our advertisement ** under "Sports Cars." [C1046

1948 Bradford de luxe utility, 4 seats, completely reconditioned, in immaculate condition; £295.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [C4055

£350.—1944 Hillman 10 shooting brake.—Lawton-Goodman, 155, Cricklewood Broadway, N.W.2. [C2052

£575!!!—Alvis 1948 14hp special shooting brake, 5-6-seater, with folding seats, real bargain.—Below.

£338!!!—Bradford 8 utility, 1949.—Below.

£165!!!—Ford 8 utility, 1937; 5 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2062

1953 Bedford Dormobile, 500 miles, many extras.—Sidney Marcus, Ltd., 55, Sloane St., S.W.1. Tel. Sloane 5557. [C5006

1950 Bradford utility, colour blue, £500; also 1948 de luxe, £200.—Buntings Motor Exchange, Harrow. Tel. 6225-6. [9011

BRADFORD utilities for sale serviced by us, main agents since 1922.—Bunting's Motor Exchange, Bonnersfield Lane, Harrow. Tel. 6225-6. [0621/R

1952 Vanguard estate car, one owner, 20,000 miles, genuine radio and heater; £699; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1952 model A40 Countryman, one owner, low mileage; £595.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 5456. [C1077

1941 Ford V 8 22hp utility, bargain; £195.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

UTILITY CARS

1952 Renault 8-seater 4-door estate car, 4,000 miles, 17hp. r.h.d., as new; £850 cash; h.p. terms arranged.—Creasey, Knebworth. Tel. 3377. [8404

1937 Ford V.8 utility, 7-seater, coachbuilt body; £175, exchanges, terms.—Palmers, 4, Russell Gardens Mews, Kensington, W.14. Park 9704. [C3034

1952 Austin A40 Countryman, 10,000 miles; £645 —British & Colonial Motors, Ltd., 15/14, Upper St. Martin's Lane, W.C.2. Temple Bar 5588. [C1027

1950 Hillman 10 Estate car, perfect condition, 20,000 miles, guaranteed; £565.—Cox's Motors (Leicester), Ltd., 11/15, Conduit St., Leicester 60519. [C1059

CAMDEN MOTORS offer Standard Vanguard Estate Car, 1950 model, smart metallic finish with de luxe leather upholstery, built-in heater, etc., moderate total mileage; £595.

CAMDEN MOTORS offer Standard Vanguard Utility, 1949, black, brown leather, folding rear seats, double entrance doors at rear, a very smart serviceable vehicle; £445.

CAMDEN MOTORS offer Standard Vanguard Estate Car, 1952, costing over £1,000 less than 12 months ago, superb appearance, built-in radio, heater, screen-wash, Rimbellishers, nominal mileage and used entirely for pleasure motoring by local County family; £795.

CAMDEN MOTORS offer Hillman Minx Estate Car, Phase II series, 1948, 4-door model with rear entrance, steering column gear change and very modern body styling, real leather upholstery, smart and economical all purpose vehicle; £445.

CAMDEN MOTORS offer Bradford Utility, 1950, one owner since new and particularly well maintained; £265.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

1953 Austin pick-up, as new, 13,000 miles, unmarked; £395; taxed.—Seymour & Clements, Ltd., 3a, Watford Way, Hendon Central, N.W.4. Hendon 2146. [C4007

1936 Austin 18hp shooting brake, fully equipped, recently repainted, perfect running order, owner suddenly called abroad; must sell; first offer over £150.—Selway, Little Rissington, Glos. [8575

1952 model A70 estate car, radio and heater, 13,000 miles only, bench seat in rear spacious luggage department; £650.—Hindhead Motor Works, Hindhead, Surrey. Tel. Hindhead 665. [C2061

1951 Hillman estate car, perfect condition, roof lined, heater, clock, new battery, tyres, owner driven, 19,000 miles, taxed; best offer over £600. —Fuller, Park Crescent, Llandrindod Wells, Radnors. [8956

NEW Fordson 10cwt estate car, fold flat seats, immediate delivery; £610/5/10 including purchase tax; exchanges welcome.—B. & H. Motors, 1464-8, High Rd., Whetstone (Finchley), London, N.20. Tel. Hillside 6671-2. [C1020

ROYS offer: 1938 Minx utility, wooden body, 4 seats, new engine, taxed; £50 deposit or £150 cash; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. (Near Camden Town Tube Station.) Euston 2700 and 8894. [C3059

Utility Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Utilities.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

WHY accept less for your utility vehicle, estate car or shooting brake when you can get its full market value from:—

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [W2008

VAUXHALL 10

1946 Vauxhall 10hp saloon, black with brown leather, well-kept car; £885.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

VAUXHALL 12

CHARLES FOLLETT, Ltd., offer:—

1948 Vauxhall 12 sal., black, one owner, genuine, 17,900 miles only; this car is in really superb order; £525.

18 Berkeley St., W.1. Mayfair 6266.

SERVICE Works and Stores: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

1948 Vauxhall 12, one owner, blue, taxed, excellent condition; £435; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1947 Vauxhall 12hp saloon, first class throughout; £575.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

1939 Vauxhall 12, superb condition; £265; terms. —Kirkdale Cars, 319a, Kirkdale, S.E.26. Sydenham 6129. [8990

£265—1939 Vauxhall 12 4-door de luxe, bargain. —G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100yds Clapham South Tube). Batt. 1107-8-9. [C2024

1947 (October) Vauxhall 12 saloon, black with brown upholstery, heater, radio, sliding roof, very attractive car, thoroughly recommended, written guarantee; terms, exchanges.—H. P. Edwards, 172, Kingston Rd., Ewell, Surrey. Tel. Ewell 5101. [C2002

VAUXHALL 14

DICKS.

1947 Vauxhall 14 saloon, famous J type, very economical; £425.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

1947 Vauxhall 14 saloon, exceptional condition; £465.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [C1010

1939 Vauxhall 14 sln., excellent value; £315.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

VAUXHALL 14

1946 Vauxhall 14 saloon, J1 type, one owner, low mileage; £395.—Colliver-Fisher, Ltd., Northwood, Middx. (Tel. 777.) [8999

1947 Vauxhall 14 J-type saloon, black with brown leather, in excellent condition throughout; £425.—Robbins, East Putney. Tel. 4581. [C3010

1946 Vauxhall 14 saloon, one owner, carefully maintained, fitted radio; £350.—Garage Service Co., Ltd., 1061, Finchley Rd., Temple Fortune, Golders Green, N.W.11. Speedwell 8692. [2019

VAUXHALL WYVERN & VELOX

ACRES offer:—

1951 Vauxhall Velox, grey, red leather upholstery, one owner only; £615.

ACRES AUTOS, Ltd., 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

CAR MART, Ltd.

1950 Vauxhall Wyvern saloon, 13,000 miles; £595. —Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039

SLOCOMBES, Ltd.

1949 (November) Vauxhall Velox, in black with brown interior, fitted heater, very exceptional condition throughout; £510; part exchanges and h.p. terms welcomed; existing h.p. accounts settled; we close at 7.30 p.m., Saturdays 6 p.m.; write, call or telephone.—Slocombes, Ltd., 58-52, Dudden Hill Lane, N.W.10. Willesden 4869. [C4017

SCOTT CARS offer:—

1950 Velox, radio, heater, loose covers, one owner, perfect; £515.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

B. J. HUNTER, Ltd., offer:—

1952 Vauxhall Velox saloon, square engine model, fitted heater; £775.

1950 Vauxhall Velox saloon, late property works engineer; £550.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

GLANFIELD LAWRENCE offer:—

1952 Wyvern saloon, black, one owner, 8,000 miles only, magnificent and as new throughout; £710.—407, High Rd., N.12. Finchley 0091. [C2053

HENDON CENTRAL GARAGE, Ltd., offer:—

1953 Vauxhall Wyvern saloon, fitted radio, heater, loose covers, wing mirrors and taxed year, 6,000 miles, in spotless condition; £875.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2054

W. J. BROWN, Ltd.—Established over 30 years.

1953 Vauxhall Velox, 7,750 miles, black, red leather, heater, one owner; £825.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1949 Vauxhall Velox, green and beige leather, heater; £475.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

VELOX 1951, perfect, owner-driver; £595; no dealers. —Box 0578. [8752

1950 Vauxhall Velox 23,000, heater and extras; £550.—Stronvar, Play Lane, Ryde. [8775

1952 Vauxhall Velox, Empress blue, 8,500 miles, new condition; £700.—Wan. 5159. [8810

1951 Vauxhall Wyvern, black/brown, one owner, immaculate.—Odeon Motors, Ltd., Barnet 4100. [C3028

1952 "new look" Vauxhall Velox, excellent condition; £675. See also our advert. on page 75.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Potter St. 121. [C3038

1949 Vauxhall Velox saloon, blue with brown leather, low mileage, one careful owner, perfect condition; £495.

G. & R. GARAGE, Ltd., 33, Victoria Rd., Surbiton, Elmbridge 6755. [C2025

VAUXHALL Velox saloon (Aug. 1950), one owner, 25,000 miles, engine recently overhauled.—Worthing 6123. [8861

1950 series Vauxhall Velox saloon, splendid condition; £535.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [C1010

GUY ALFREDS & Co., Ltd.—1952 Vauxhall Velox, radio, heater, small mileage, superb.—6-7, Warren St., W.1. Euston 3268. [C1008

£495—1949 Velox saloon, low mileage, maintained in spotless condition by one owner.—Colliver Fisher, Ltd., Northwood, Middx. (Tel. 777.) [9024

1950 Vauxhall Wyvern, leather and heater, low mileage, excellent condition; £495.—Pantiles Service Garage, London Rd., Guildford 5326. [C3035

1950 Vauxhall Velox saloon, heater, radio, 29,000 miles; £560.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

1953 Vauxhall Wyvern, 500 miles; £815.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

1953 Vauxhall Velox, black, heater, taxed, 3,000 miles; £835.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. [C3040

1952 Wyvern, square engine, immaculate, unmarked, green; £770, nearest.—50, Chesswood Rd., Worthing, Sussex. [8602

£595!!!—Vauxhall Velox saloon, January, 1951, immaculate grey finish with equally beautiful interior upholstery, heater, etc., nominal mileage.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

1949 Vauxhall Velox, radio, one owner; £465.—6, Rodmarton Mews, Dorset St., W.1. Welbeck 9811. [C2066

VAUXHALL WYVERN & VELOX

1951 Vauxhall Wyvern, splendid order, extras; £585.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

1950 Vauxhall Wyvern, grey, excellent condition; £550.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

1952 (February) Vauxhall Velox, one owner, green, superb condition, £50 refinements; £875 inclusive or near offer.—Tel. Terminus 8052. No dealers. [8944

1950 Vauxhall Wyvern saloon, 16,000 miles, immaculate condition, covers, heater, overriders; £600; one owner.—Tel. Byfleet 3528, evenings. [8886

1951, one owner, low mileage; £595; exchanges, etc.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. Molesey 6199. [C3037

VAUXHALL Velox, first registered October, 1950, excellent condition, one owner, numerous extras, choice of two, from £525.—Mason's Garage, Southgate, Chichester 2257. [8780

1953 Vauxhall Wyvern, black/brown leather, loose covers fitted, radio and heater, 5,000 miles only, an immaculate car; £865.—Sidford Car Sales, Southampton. [9060

£525—Vauxhall Velox black saloon, brown leather, radio and heater, first registered Feb. 1950, 29,372 miles; company director's car which has been well maintained.—Box 0697. [9070

1950 Vauxhall Velox saloon, heater, low mileage, exceptional condition, guaranteed; £495; exchanges, terms.—Palmers, 4, Russell Gardens Mews, Kensington, W.14. Park 9704. [C3034

1950 (Dec.) Vauxhall Velox, as new, 18,000 miles, heater, radio and link mats, perfect condition; £565.—E.F.S. Motors, Kingston-By-Pass, Esher. Tel. Emberbrook 3000. [C2004

NAYLOR & ROOT.—1951 Vauxhall Velox, polychromatic silver, brown hide, fitted radio, heater, 14,000 since new; £615; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

VAUXHALL Velox saloon, late 1949, one owner, original tyres, radio, heater, etc., genuine 17,900 miles, finished green; £565; terms.—A. E. Palmer Motors, 12, Church St., Luton 4212. [8996

1953 (March) Vauxhall Wyvern, grey, radio, heater, loose covers, Ace Rimbellishers, 6,000 miles, immaculate; £795.—E. L. Mendel, Ltd., 85, Gt. Portland St., London, W.1. Langham 2261-2. [C3067

1952 (Sept.) Wyvern, square engine, heater, covers, etc., negligible mileage, really immaculate; £610.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C3004

1952 model Velox saloon, specially prepared for Concours d'Elegance, most lavishly equipped and in superlative order; £695; terms or exchange welcomed.—R. C. Mortlake, Arnold 4604. [C3017

1952 Vauxhall Wyvern, mileage 4,500, square engine, radio, heater, loose covers, link mats, 35mpg; £798; might take cheaper car in part exchange. —82, Amberley Rd., Portsmouth, Hants. Tel. 70821 [8904

1953 Vauxhall Velox, fawn, fitted radio and heater, link mats, reverse lights, spot lamp, carefully used, 4,000 miles, absolutely as new; owner going abroad.—Auto Repair Service, Weyhill Rd., Andover 2675. [8784

TANKARD & SMITH, Ltd., offer 1951 Vauxhall Velox, green with green leather, heater and radio; excellent condition throughout, £575; three months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Flaxman 4801-2-3. [C4026

1952 series Velox 18hp latest streamlined saloon, guaranteed 16,000 miles only, spare unused, finished black, leather upholstery, fitted radio, heater, reverse light, spotlamp, cigar lighter, taxed to December, as new throughout; £775; trade enquiries welcomed.—Motourists (London), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [C3016

Vauxhall Wyvern & Velox Cars Wanted

FULL value paid for Velox or similar.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

VAUXHALL 27

VAUXHALL Grosvenor limousine, 1936, black with brown leather, completely overhauled costing £200, good tyres, 2 spares, first-class throughout; £185, or terms.—A. E. Palmer Motors, 12, Church St., Luton 4212. [8994

VAUXHALL MISCELLANEOUS

S

SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

4—6, Berkeley Sq., W.1. Grosvenor 4328. [0017/R

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

1939 Vauxhall 14, J type, black, red leather upholstery, body condition sound, mechanically sound.

***1946** Vauxhall 14, black/brown leather, radio, good condition mechanically.

1947 Vauxhall 14 J-type (choice of 3), black, brown leather upholstery, body condition good, tyres good, all round, mechanically sound.

***1950** Vauxhall Velox, metallic grey, low mileage, heater, radio and loose covers fitted, excellent condition throughout.

* The above cars are under the bonus Vauxhall scheme, i.e., bonus H.M.L., rebuilt engine within 2 years of 40,000 miles.

ALWAYS a good selection of used Vauxhalls in stock; H.M.L. will purchase for cash all Vauxhall cars, including latest models. [C2052

VAUXHALL and other makes of used cars in good condition; let us know of your requirements. Tel. Uxbridge 737.—Gregory's of Uxbridge. [0039/R

GRAHAM BROTHERS (MOTORS), Ltd., Main Vauxhall Dealers, 7-15, Peter St., Manchester, 2, for sales, service and parts.—Depots at: Ashton (Ashton 1817), Didsbury (Didsbury 3446), Manchester (Blackfriars 9887), Stretford (Trafford 3311), Wilmslow (Wilo. 4952). [0283/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Vauxhall Miscellaneous Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Vauxhall cars.—150, Park Lane, W.1. Grosvenor 3434. [0975/R

RSR

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Vauxhall.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

SSW

SHAW & KILBURN, Ltd., Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

4—6, Berkeley Sq., W.1. Grosvenor 4326. [0018/R

VAUXHALL cars, post-war models, urgently required.—Gollys Garage, Ltd., Earls Court Rd., S.W.5. Fremantle 6373. [0479/R

ARLINGTON MOTOR Co., Ltd., main dealers, will purchase post-war Vauxhall cars.—Tel. Waltham Cross 2760. [0612/R

7-SEATER private 1937/8/39 Limousines required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [W1006

H. F. EDWARDS urgently require good Vauxhall for immediate cash; distance no object; details please to,—28, Upper Eigh St., Epsom, Surrey. Tel. Epsom 9400. [W2001

URGENTLY required, post- and pre-war Vauxhalls; cash immediately.—Hamilton Motors (Ldn.), Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call, write or tel. Paddington 0022. [W2032/R

Vauxhall Spares and Service

CAC

CROYDON AUTOMOBILE COMPANY, Ltd.

VAUXHALL-BEDFORD rebuilt assemblies, exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, distributors, etc., exchanged up to 50% manufacturers' list price, radiator exchange service and all other repairs to your Vauxhall or Bedford at:—

BEDFORD House, 380-386, London Rd., Croydon. Tel. Thornton Heath 3276 (14 lines). [0205/R

BROADWAY MOTOR Co.

WE specialise in service replacement units for Vauxhall 10, 12 and 14hp, etc.

GEAR boxes, differential units, front suspension units, engines; large stocks of Vauxhall spares.

BROADWAY MOTOR Co., 3-15, Russell Rd., Wimbledon, S.W.19. Liberty 2494-5-6. Stores: Liberty 6368. Grams: Autospare, Wimble. London. [0635/R

KJ MOTORS, Ltd., for spares, accessories, exchange units.—Bromley, Kent. Rav. 2456. [0393/R

SKURRAY'S, Ltd., Swindon.—Replacement engines and comprehensive range of reconditioned service units; Vauxhall, Bedford main dealers.—Swindon, Wilts. Tel. 2266. [0965/R

VETERAN CARS

WELHAM, Veteran Car Specialists, Surbiton Hill Rd., Surbiton. Elmbridge 1875.—Buy and sell pre-1914. [0201/R

1901 Renault, restored to original and perfect, V.C.C. certificate, 4-seater, two Brighton run medals; offers.—Box 0642. [8857

VOLKSWAGEN

COLBORNE GARAGE, Ltd., Ripley, Surrey.

THE Volkswagen People, official main dealers; all spares and fully specialised service, coachbuilding and painting on premises, open for reception weekends.—Tel. Ripley 2361. [0375/R

RIGHT-hand drive Volkswagen available.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [C3045

1949 Volkswagen right-hand drive de luxe, new in 1950, beautiful upholstery, all latest modifications and radio, the best second-hand V.W. in the country; £550.—Taylor & Crawley, 46, Kensington Court, W.8. Western 6015. [C4036

V&F MONACO MOTORS, the only Volkswagen specialists in London, offer you their unique experience obtained in three years of servicing and repair of more than 1,000 Volkswagens; we concentrate exclusively on the Volkswagen and handle no other type of car, all Volkswagen spares stocked; Volkswagen cars bought and sold.

V&F MONACO MOTORS, 3a, Wetherby Mews, Earls Court, S.W.5. Fro. 4657. [0642

Volkswagen Cars Wanted

RICHARDS & CARR buy Volkswagen.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045

Volkswagen Spares and Service

V. W. MOTORS, Ltd.

GENUINE spare parts may now be obtained from sole concessionaires, 79/85, Davies St. (entrance in Weighouse St.). Tel. May. 6718. [0647/R

MOONS MOTORS, Ltd., at their Davies Street (Mayfair 2351) and Dorset House (Welbeck 7980) branches have factory trained mechanics, and offer you full service with repairs and parts facilities. [0855/R

Willys-Overland Spares and Service

JACK OLDING & Co., Ltd., Willys-Overland Distributors for the United Kingdom, Audley House, North Audley St., W.1. Mayfair 5242. [S3050/R

WOLSELEY

EEUSTACE WATKINS, Ltd., the sole London distributors.

1951 Wolseley 6/80 saloon, black with brown leather, 15,000 miles, one owner.

1946 Wolseley 8hp saloon, black, brown upholstery, very good condition.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5051); and 13, Chelsea Manor St., S.W.3 (Flaxman 8181). [C4046

WOLSELEY

GE

1947 one titled owner, Wolseley 12/48 4-door de luxe saloon with sliding roof, total recorded mileage 34,000, original immaculate black coachwork, sparkling chromium, fine quality brown hide upholstery, trimmings to tone, polished facia panel and fillets, equipped telescopic steering, built-in Smiths hydraulic jacks, Cartec anti-thief device, spot light, reostat-controlled panel lighting, clock, locking-type petrol cap, sun visors, concealed ashtrays, etc., delightful specimen, fully serviced throughout, written guarantee; 425 guineas; hire purchase; part exchanges.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Tel. 118. [C2000

ACRES offer:—

1950 Wolseley 6/80, black, brown leather, radio and heater, carefully used car; £575.

ACRES AUTOS, Ltd., 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

CAR MART, Ltd.

1952 Wolseley 6/80 saloon, radio, heater, 17,000 miles; £775.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1039

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1950 Wolseley 6/80 saloon, one owner only, extremely nice order throughout, 29,000 miles; 585gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

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WOLSELEY 6/80, Sept. '52, mileage guaranteed, 9,000, as new, green tygan cover fitted; £790.—Cranmore. Tel. 2040 Potters Bar. [C1062

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545gns.—Wolseley 4/50 late 1950 saloon, black, brown leather, heater, one owner, excellent condition; terms; exchanges.—Rowland Smith, below.

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OFFICIAL agents Citroen cars; quick delivery; exchanges, hire purchase.—Swiss Cottage, Finchley Rd., N.W.3. Pri. 6625. [N1051

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NEW Citroen Phase 15 saloon, colour sunset grey with red leather upholstery, fitted with sunshine roof at manufacturer's price.

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CITROEN Light 15 de luxe saloon, finished metallic red with maroon leather upholstery.—H. W. Motors, Ltd., Walton-on-Thames 2404-5-6. [C2042

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IMMEDIATE delivery Light 15 de luxe saloon, black with sun roof.—Robbins, East Putney. Tel. 4581. [N3010

IN stock; Citroen Light 15 and Big 15; early delivery 6-cyl.—Hindhead Motor Works, Hindhead, Surrey. Tel. 663. [C2061

CITROENS.—Immediate delivery all models; terms, exchanges.—"Motor House," Stoulton, Worcester. Tel. Peopleton 275. [3452

CITROEN.—John S. Truscott, Ltd., official agents; immediate delivery, exchanges, deferred terms.—175, Westbourne Grove, W.11. Bay. 4274. [N4055

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G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [N4053

KINGSTON-ON-THAMES.—Daimler sales and service.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston 2241-2.

C. A. PETO, Ltd.—Appointed agents; Daimler Conquest orders accepted for early delivery.—42, North Audley St., W.1. May. 5051. [N5043

IMMEDIATE delivery Daimler Conquest, ex. stock.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [N1027

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SELBORNES, World Concessionaires.—82, Park St., W.1. [0661/R

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MOTOURISTS (LONDON), Ltd., invite enquiries for all models.—Gt. North Rd., E. Finchley Station, N.2. Tudor 2501-2. [N5018

KENTISH & THOMSON, Ltd., Ford dealers.—Part exchanges welcomed.—564-6, Wickham Rd., Shirley, Croydon. Springpark 3477. [N2047

ARTHUR E. GOULD, Ltd., main Ford dealers. Sales Regent St., W.1, and 8-14, Meard St., Soho, W.1. Langham 1594-5. Service: Minerva House, Chenies St., W.C.1. Museum 6073. [0656/R

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ROSENFIELD for Rover, distributors for Lancashire and Cheshire.—D. Rosenfield, Ltd., 1-5, Peter St., Manchester, 2. Tel. Blackfriars 4942. [0666/R
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IMMEDIATE delivery Triumph Renown saloon.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [N1027
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NEWTON & BENNETT, Ltd., Valetta Rd., Acton, W.3. Tel. She. 3443. [0104

JOHN A. SPARKES & Co., the

GIRLING-LUVAX largest distributors; complete new assemblies on exchange basis immediately.

JOHN A. SPARKES & Co., Girling Main Distributors, Streatham Hill, S.W.2. Tulse Hill 5434. [0856/R

32/6!!—Exchange reconditioned shock absorbers.—Witham's, 16, Balham Hill, S.W.12. Battersea 3280/3769. [0449/R

SHOCK ABSORBERS

ARMSTRONG.—The leading hydraulic shock absorber fitted as initial equipment to the majority of cars. NEW exchange shock absorbers, replacement links and conversion sets available from stock from your local garage or

MAIN distributors:—

LONDON and the South of England.

PARR EQUIPMENT Co., Ltd., 2, Avonmore Rd., W.14 (opposite Olympia). Fulham 4211 (3 lines).

BIRMINGHAM, West Midlands and Central Wales:—

MARLER & PARTRIDGE, Ltd., Fox Hollies Garage, Fox Hollies Rd., Acocks Green, Birmingham, 27. Acocks Green 0901.

EAST Midlands, Eastern Counties and South Yorks:—

DICKENS (SHOCK ABSORBERS), Ltd., Bullivant St., Alfred St., Central Nottingham. Nottingham 46597-8.

NORTH-WEST England:—

BRACEBRIDLE MOTORS, Ltd., Brook's Bar, Manchester, 16. Moss Side 2245-6.

JAMES H. GALT, Ltd., 71-73, Dobbies Loan, Glasgow. Tel. No. Douglas 0636.

SPECIAL telescopic conversion for Austin Cambridge; 45/- per unit complete. [0496/R

TELAFLO telescopic dampers are the latest advancement in suspension control.

EFFICIENT control maintained at low and high speeds.

LEVELS out the bad roads providing extra comfort.

AERATION and frothing troubles eliminated by exclusive patent.

FUNCTION at any angle owing to its independence to gravity problems.

LONGER life due to increased area of body.

OBTAINED from main distributors for South London, Kent, East Surrey and Sussex.

ROBIN HOOD GARAGE (ANERLEY), Ltd., Croydon Rd., Anerley, S.E.20. Syd. 7066-7.

KJ MOTORS, Ltd., Girling-Luvax distributors, replacement damper service.—Bromley, Kent. Rav. 3456. [0268/R

THE London main distributors for "Rotofio" shock absorbers in East and West areas are Messrs. Shock Absorber Service.

EAST London Depot, 125, Lower Clapton Rd., E.5. Tel. Amherst 6468 and 6844.

WEST London Depot, 364, Uxbridge Rd., Shepherd's Bush, W.12. Tel. Shepherd's Bush 4251.

WE are equipped to give "over-the-counter" service which includes complete rebushing of your linkage, for dampers to fit most cars.

POST and rail orders are dispatched within one hour of receipt of your old units.

WE specialise in supplying dampers and special linkage for foreign and "non-standard" cars; full discount to the trade. [0158/R

RECONDITIONED shock absorbers, exchange service, all popular types, 32/6 each; lists free.—Young's, 20,32, Tooting Bec Rd., London, S.W.17. Balham 7791. [0427/R

ALL types, Eastern Counties largest stockists Armstrong, Girling, Luvax, Newton, etc., makers' units.—Prentice Aircraft & Cars, Ltd., Ipswich. Suffolk 77265-6. [5143

GIRLING, Luvax, Armstrong and Woodhead-Monroe shock absorbers, immediate delivery all types; genuine maker's parts only; trade enquiries invited.—The Headingly Motor & Engineer's Co., Ltd., 6, Otley Rd., Leeds, 6. Tel. Leeds 52627/8. [0634/R

NEWTON shock absorbers, pioneers of tubular hydraulic suspension control, conversion kits available, M.G., Morris, Wolseley, Hillman, Humber, Austin, Standard, Jaguar, Talbot, Riley, Rover, Ford.—University Motors, Ltd., Newton Distributors, 7, Hertford St., London, W.1. Gros. 4141. [0250/R

SCOTLAND.—Armstrong, Girling, Luvax, Newton, Woodhead Monroe, contact the leading stockists for shock absorber service.—In the East, Inglis Automobiles, Ltd., 64-78, Pitt St., Edinburgh, 3. Tel. 26287. In the West, James H. Galt, Ltd., 71-73, Dobbies Loan, Glasgow, C.4. Tel. Douglas 4137. [0550/R

BRITISH, American, Continental, reconditioned guaranteed shock absorbers (and suspensions); immediate exchange Vauxhall, Luvax, Girling, Armstrong, Fear shape, Andre Friction, Telescopic, Opel, Buick, Fiat, B.M.W., etc.; competitive prices; trade discount.—"Floatairo Agents," Woodhead-Monroe Stockists, Tarrant & Fraser, Ltd., 10, Winchester Mews, N.W.3. Primrose 6159 [0204/R

SPEEDOMETERS

RICHFIELD.

SPEEDOMETER repairs.—Rev. counters, electric and lever clocks by England's most prompt, efficient and economical service, immediate replacement for most types, others within 48 hours; any make handled by our fully qualified staff, all repairs guaranteed.—See below.

SPEEDOMETER cables.—30,000 in stock, any make or type; state year, make and h.p.; all cables guaranteed.

THOS. RICHFIELD & SON, Ltd., 8, Broadstone Place, London W.1. Wel. 0402 (5 lines). Established 1898.

SPEEDOMETER SUPPLY Co., Ltd., 34, Shelton St., Long Acre, London, W.C.2. Established 1912. Temple Bar 2700. [0165/R

PRIDE & CLARKE, Ltd.—All spares in stock, speedo-heads repaired and set to zero from 15/-; quick service and quotations.—Stockwell Rd., S.W.9. Bri. 6251. [0748/R

AUTO TEMPO METER Co., Ltd., Speedometer Specialists.—All makes of speedometer and revolution indicators repaired and service exchanged; large stocks of cables; all instruments guaranteed six months; established 35 years.—140-2, King's Cross Rd., London, W.C.1. Terminus 0633-4. [0546/R

SPRINGS

LARGE stocks of road springs for all popular vehicles at low prices.—Witham's, 16, Balham Hill, S.W.12. Battersea 3280/3769. [0312/R

WEST LONDON REPAIR Co., Ltd., Wim. 6316/7.—Repaired or manufactured, all springs tested for static load and rate of def.—56a, High St., Wimbledon [0251/R

SUPERCHARGERS

CARBURETTORS, Ltd., manufacturers of the

ARNOTT low-pressure supercharger, can give early delivery of installations for M.G., Morris Minor, Oxford; Austin A40, all Fords; Riley 1½-litre; Standards; Triumphs; Citroens; Hillman; Bristol; Humber; Sunbeam-Talbot; Wolseley 6-80 and other cars.

CARBURETTORS, Ltd., Grange Rd., N.W.10. Tel. Willesden 5501. [0177/R

MARSHALL-NORDEC low-pressure supercharger installations guarantee outstanding acceleration, 100% hill climbing and greater power with complete reliability; installations for Allard, Ford, M.G., Morris, Triumph, Vanguard, etc., for home and export orders, prices from £60 complete with all fittings.

NORTH DOWNS ENGINEERING Co., Westway, Caterham. Caterham 2365. [0755/R

TYRES AND TUBES

SHARMANS.

SHARMANS TYRE SERVICE for deep tread, guaranteed remoulds.

PLEASE write or 'phone for prices of new and remould covers; delivery from stock by first passenger train.—Sharmans, Lavark Rd., Maida Vale, London, W.9. Cunningham 7321-2. [0649/R

MARBLE ARCH.

EXTENSIVE stocks brand new tyres, Dunlop, Avon, North British, etc., all sizes in stock.

MARBLE ARCH MOTOR SUPPLIES, Ltd., 286, Camberwell Rd., S.E.5. Tel. Rodney 2181. And branches. [M3002/R

TYRES—Tyres—Tyres.

MAKE the road safer, tyres are expensive, protect your own life and the lives of others by having good tyres; we will sell on easy payment if so desired.

CLEVELAND'S GARAGE, Felixstowe Rd., Ipswich. Tel. Ipswich 77329. [0565/R

TYRES!!! Tyres!!! Tyres!!!

10000 tyres in stock, every size and make, new, remould, etc.; please write or phone your tyre enquiries to

H. MATTHEWS, Ltd., the tyre specialists of over 50 years' standing.—89-97, Stockwell Rd., London, S.W.9. Tel. Brixton 2026 (2 lines). [0150/R

VETERAN beaded-edge tyres, new or used.—Welham, 5, Surbiton Hill Rd., Surbiton. Elmbridge 1873. [0395/R

TYRES 700 and 750×23, nearly new; £9/10.—Regent Hire & Service Garage, 291, Ballards Lane, N. Finchley, N.12. [9002

PRIDE & CLARKE, Ltd., for ex-Government and remould tyre bargains; quotations by return; state size required.—Stockwell Rd., S.W.9. Brixton 6251. [0738/R

BULL'S.—A tyre for every job, prices reduced, new and remoulds, call or let us quote, let us remould your own covers.—Bull's Rubber Co., Ltd., 175, Shaftesbury Ave., W.C.2. Tel. Tem. Bar 1747. [0774/R

TYRES and tubes (used and remoulds), all 13in, 14in, 15in, 16in, 17in, 18in, 19in, 20in, 21in; also beaded and obsolete tyres; all commercial ex-W.D., tractor and farming sizes available.—Cook, 589, Stapleton Rd., Eastville, Bristol. [0887/R

TYRES.—New, slightly used and rebuilt in all car, lorry, trakgrip and tractor sizes; write, stating your size and receive per return of post our quotation; post orders only.—The Goswell Rubber & Tyre Co., Ltd., 145-149, Camden Rd., N.W.1. Tel. Gulliver 5421 and 5423. Wires: Goswelltiro, Norwest, London. [0087/R

TYRES, sound, part used: car sizes, 350 to 500, 35/-; 525 to 600, 39/-; 625 and over, 45/-; carriage included; quotations for lorry and other sizes per return, money refunded if tyres returned unused in seven days; cash or P.O. with order to Jayness Tyre Co. (Dept. A.C.), 68-72, North Wharf Rd., London, W.2. [0163/R

EXCHANGE your worn tyres for 1st-grade remoulds. 500×14, 48/6; 500×16, 50/6; 550×16, 59/6; 600×16, 69/-; 450×17, 49/6; 475/500×17, 55/6; 450×18, 50/6; 475/500×18, 59/6; 550×18, 65/6; 420×19, 52/6; 500×19, 60/6; all other sizes, new and remould, new tubes from 9/6, immediate fitting, open 8.30 a.m. to 6 p.m. inc. Thursday and Saturday.—H. Yates & Co., 1454, High Rd., Whetstone, London, N.20. Hillside 7817. [7355

Tyres Wanted

CASH for your old car or motor cycle tyres, if suitable for remoulding; please send them plainly labelled and we will send cash by return; up to 500in section 10/- each, 5.25 to 7.00 15/- each.—Bradberry Motors, Ltd., Twickenham Rd., Hanworth, Middlesex. [6057

PLEASE send us your sound covers fit for remoulding; up to 5.00in section, 10/- each; 5.25 to 7.00in, 15/- each; cash despatched within 24 hours of approval; please label plainly.—Sharman's Tyre Service, Lavark Rd., Maida Vale, London, W.9. Cunningham 7321-2. [0675/R

WHEELS, DISCS, ETC.

ALL types of wheels repaired, replacement service.—W. & L. Page, Pottery Rd., Brentford, Middlesex. Tel. Ealing 5538. [0680/R

MOST types of easy clean and wire wheels in stock.—Turner & Knight, Southfield Paddocks, Popes Lane, Ealing, London, W.5. Eal. 4398. [0678/R

WHEELS (used) all sizes for cars, trailers, caravans, commercial, ex-W.D. and farm vehicles.—Cook, 589, Stapleton Rd., Eastville, Bristol. [0889/R

WEST LONDON REPAIR Co., Ltd., Wim. 6316-7.—Wire wheels repaired, converted, resplined, re-enamelled. Easi clean wheels repaired, refrued.—56a, High St., Wimbledon. [0638/R

CLARE'S MOTOR WORKS.—Large stock wheels, wire Easy Clean and Artillery rebuilt and second-hand exchange service.—260, Knight's Hill, West Norwood, S.E.27. Gipsy Hill 0132. [0628/R

Wheels Wanted

WANTED, wheel 5.25-19, Austin 16, 1934, 6-hole fixation.—Hayes, 2, Phillimore Rd., Southampton. [8782

WINDSCREENS

AUSTIN 7, 1932-34, £4/5; Ford 8/10, £5/5; trade also supplied.—D. W. Price, Neasden Lane, N.W.10. [0258/R

BRITISH STEEL FRAME Co., Ltd., 205, Cambridge Heath Rd., E.2, manufacture sports and special windscreens, Ford, Austin 7, fixed and sliding windows for utilities. Bishopsgate 6411-5. [0906/R

BUSINESS & PROPERTY, SITUATIONS, BOOKS

BUSINESS AND PROPERTY

(See also page 110)

GARAGE for sale in Eire, complete with full equipment, passed and approved by S.M.T.A.—Box 0576. [8109

STORAGE to let, suitable cars, garaging space approx. 1,200 to 1,400 sq ft.—Allen, 201 Grove Lane, Camberwell, S.E.5. [8777

FOR sale, garage 12 cars, workshop, yard, stores, 2 electric pumps, house; main street Norfolk Mkt. town.—Box 0670. [8929

CAR hire, no self-drive t/o £5,000, main road, East London suburb, shop, rooms over, long lease; £1,750 or freehold, £5,950.—Canonbury 2947. [8875

MOTOR repair business, 2 pumps, corner main road site, busy Essex coast town, 2 spacious flats, vacant possession; freehold £9,000.—Box 0582. [8756

MESSRS. GLADDING, SON & WING, chartered surveyors, auctioneers and valuers, 8-11, Pavilion Buildings, Brighton (Tel. 23284), offer the following:—GLOS.—Main trunk road, Garage, filling station, car hire and car sales business; house available to rent; freehold, equipment and stock, £2,750.

WARWICK.—Modern main road garage, filling station and motor cycle sales business together with detached modern house; freehold, goodwill and equipment, £7,000.

FURTHER particulars of above and other garages available from Gladding, Son & Wing, as above. [2021A

EXCELLENT opportunity to purchase old-estab. filling station and garage, in West Somerset; owner wishes retire; first-class agencies held; nice house if required; freehold.—Box 0447. [8362

FILLING station/car hire, wonderful bargain, Somerset main road, petrol sales 10,000 galls. annually, large garage, nice house, 2 acres; only £5,500.—Edwards, 110, Cheltenham Rd., Bristol. [0650

BOURNEMOUTH Garage.—Renowned retail agency; modern showroom, pumps, spacious workshops, living accommodation, lock-ups; trade £29,000; offers region £12,500 freehold.—Rumsey & Rumsey, Bournemouth. [8850

GODDARD & SMITH will be pleased to forward particulars of garages and filling stations in all parts of the British Isles upon receipt of enquiries to Garage Dept., 22, King St., St. James's, S.W.1. Tel. Whitehall 2721 (10 lines). [0290

GOY & RICHARDS, Ltd., the Motor Industry's Specialist Agents and Valuers for all purchases, sales and valuations of garages, filling stations, etc.—Goy & Richards, Ltd., 33, High St., N.W.3. Tel. Hampstead 8090. [0546/R

ALDRIDGES (Est. 1753), Auctioneers & Estate Agents, have available several est. motor businesses with distributorships and main agencies; also garages and filling stations in London, Home and Southern Counties.

SOMERSET, A38.—Established motor business with popular agencies; modern, well equipped showrooms, workshops, pumps, etc.; sound business; freehold £15,500 S.A.V.

ENQUIRIES are invited to Estate Department, William Rd., N.W.1. Ens. 2352. [M1004

FILLING station.—Important island site main trunk road, Surrey; attractive modern premises, 8 pumps, light repairs only, sales approaching 200,000 gallons per annum; modern house, 3 beds., etc.; price, freehold, £12,500 S.A.V.—Box 0625. [8614

CHURCH, HOWARD & HILLS, Ltd., specialists, agents and valuers to the motor trade, offer selection of motor businesses available in all parts; details upon application, stating requirements, to—39, Kew Rd., Richmond, Surrey. Tel. Ric. 2351-2-3. [M1047

GARAGE and motor eng., centre of residential town, 25 miles N.W. Hyde Pk.; A.A. & R.A.C. apptd., extensive equipment and bldgs., modern 4-bedroomed flat, etc., lease at £364, p.a., inc.; price £4,250, s.a.v., assig.—Apply Mendoza & Co., 104 Baker St., W.1. Wel. 8351. [8795

CARDIFF.—Old established motor business showrooms, well equipped workshops, new car sales, petrol repairs, good living accommodation, goodwill, stock, plant, valuation about £9,000 to £12,000; long lease, rent £675 p.a., accountant's figures; only genuine enquiries please.—Box 0514. [8027

A34.—Birmingham Road, near Stratford-on-Avon; filling station, exceptionally attractive; well laid-out 1½-acre site, 415ft frontage, superior modern residence, established 1½ years, ripe for further development in many directions; £12,500.—James Style & Whitlock, Established 1885, 7, Newhall St., Birmingham, 3. [8785

BROMLEY, Kent.—Best position centre town, garage premises, about 5,400 sq ft; workshop, 2 offices, lock-up garages, parking space, paved yard with two pumps; average gross turnover about £8,675 per annum, rent £350 per annum, exclusive; 7 years' lease; price £2,250 for lease and goodwill; business established over 30 years, s.a.v.; full details.

WATERER & DICKINS, 133 High St., Bromley, Kent. Rav. 0147/8. [8768

CHICHESTER.—3 miles; delightful yachting village garage/filling station, complete monopoly, 3 electric pumps, petrol sales 30,000 gallons p.a., good turnover, 2 hire cars, modernly equipped, ex. accom, 3 beds., lounge, dining room, bathroom, etc., lovely garden and lawns; price, freehold, £9,000.—Apply Stevens & Co., Arcade Chambers, Bognor Regis (Tel. 991). [8796

EXCELLENT service station and transport cafe in very busy residential Hants small town; most attractive site, frontage 163ft on to main road; four new Wayne pumps on concrete plinths, twintrack concrete drive, in and out; adequate ground for 50 cars or further development; owing to change of plans, very rapidly expanding business is beyond my control; petrol already over 800 weekly, after six months only; gross profits between £50 and £50 weekly; overheads very small if run by owner; price £6,500, part mortgage if required; genuine enquiries only please to—Box 0583. [8737

OLD-ESTABLISHED service station and repair shops, fully equipped, main road frontage of 100ft, in first-class small Hants town; good petrol sales and repairs; first-class secondhand car sales record; very large storeroom and outbuildings; adequate room on site for all possible development; present owner finds it now impossible to control rapidly expanding interests elsewhere, and after eleven years must sell; well-built housing accommodation, with 3 bedrooms, all main services and small garden; first-class opportunity to acquire established business of good repute; price freehold £8,500.—Enquiries to Box 0584. [8758

Business & Property Wanted

PETROL filling station required; gallonage not less than 1,000 gals. per week; Berks, Hants or Surrey district.—Particulars to, Wooding and Jones, 44, South St., Farnham, Surrey. [8746

URGENT.—Must secure by November good garage/petrol station, West Country or Midlands preferred; cash waiting.—Write Edwards, 110, Cheltenham Rd., Bristol. [8851

ADVERTISER disposed motor sales (London) requires garage filling station, nice house, country Surrey/Sussex or near, minimum 40,000 gallons capital £20,000; offers in confidence.—Box 0626. [8815

GARAGES and filling stations in London, Home and Southern Counties, well sited with good petrol sales, required for numerous applicants.—Partics., please, to Aldridges Estate Department, William Rd., N.W.1. Ens. 2352. [W1004

BUSINESS OPPORTUNITY

FUNDS and staff available to operate used car sales from a limited number of main road service stations possessing showrooms or forecourt accommodation for not less than 12 vehicles within 30 miles London; remuneration on percentage or rental basis.—Box 0588. [8452a

SITUATIONS VACANT

The engagement of persons answering these advertisements must be made through the local office of the Ministry of Labour and National Service, etc., if the applicant is a man aged 18-64 or a woman aged 18-59 inclusive, unless he or she or the employer is excepted from the provisions of the Notification of Vacancies Order, 1952.

MOTOR mechanics, fully exp. only.—Vanleers Garage, 10, Babmaes St., S.W.1. [8797

SKILLED and semi-skilled motor mechanics required, Hampton Court and Kingston areas; good conditions and pay.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [M4058

WORKS foreman for large West End garage, experienced in supervising workshop, estimating, etc.—Apply in first instance, giving details of experience and salary required, to Box 0625. [8812

EXPERIENCED car salesman required by distributors in Hull and district; excellent prospects for right man.—Applications, giving full details, to Gordon Armstrong (Hull), Ltd., 650, Anlaby Rd., Hull. [8860

SOUTH coast main dealers require experienced salesman for Vauxhall-Bedford products; vacancy will occur during November-December; full details in confidence.—Box 0641. [8856

SENIOR Design Staff required by West London firm engaged on high-class medium engineering; salaries £750 per annum upwards according to experience and qualifications.—Write Box 0640. [8855

SALES representative required, preferably with experience and conversant with Ford cars and commercials.—Write, giving details, W. J. Brown, Ltd., Ford Main Dealers, 339, Finchley Rd., N.W.3. [M1025

PERSON of good appearance and education required for buying and one for selling departments of Chepstow Garages, Ltd., Ledbury Rd., W.11. Bayswater 2949. [M1042

JUNIOR salesman required by Ford main dealer, good opportunity for ambitious young man, full salary and commission.—Apply by letter to Mears Motors, Ltd., 284, Upper Richmond Rd., East Sheen, S.W.14. [8978

VANDERVELLS of Hampstead have vacancies for skilled mechanics and lubrication bay operator.—Apply, works manager, 215, Haverstock Hill, Belsize Park (tube), N.W.3. Pri. 4441. [M4037

LONDON distributors have a vacancy in the service station reception department; applicant must have had previous experience in interviewing customers and receiving cars, for repair work.—Write, giving details and salary required, to Box 0544. [9051

MOTOR fitters urgently wanted, Ford experience preferred but not essential; one of the finest workshops in the country; good canteen facilities.—Apply Works Manager, W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham, Rainham 770 (8 lines). [M3065

EXECUTIVE representative for Continent wanted by large group of commercial vehicle manufacturing companies; thorough knowledge of all types commercial vehicles essential; also experience wholesale and retail language desirable; apply giving full details, age and distribution; fluent French essential, another European photograph to—Box 0600. [8788

LARGE Midlands motor manufacturers require technical man with experience in a Service Department; 25 to 35 years of age; good education; ability to write up, edit and arrange production and distribution of instructional aids. Photography or kindred craft as hobby would be an advantage; excellent opportunity for a man with drive and ambition.—Full particulars, giving experience and salary required, in the first letter to Box 0622. [8611

REPRESENTATIVES.—Keen energetic and thoroughly competent, required for following areas: Eastern Counties, Home Counties, and South Western Counties, to call on main distributors and garages selling nationally advertised loose car seat covers manufactured by a reputable and well-known company; must have previous selling experience and be of proved ability and integrity; car essential; permanent position on salary and commission basis with excellent prospects offered to right man; no objection to carrying an additional line; our own staff are aware of this vacancy; replies which will be treated confidentially, should give fullest details of experience, age, salary required and present position.—Box 0645. [8858

REQUIRED immediately, by large petroleum company operating in Nigeria, garage mechanics; candidates should be approximately 25 to 30 years of age and have completed apprenticeship or equivalent as motor mechanic plus approximately 5 years additional experience of automotive repair work, including vehicle inspection and testing in an automotive workshop; would be required to inspect vehicles before and after repair, general supervision of repair work organisation and control of vehicles servicing; also preparation of job cards; wide nature of assignment, candidates should be single, although married men considered; salary according to experience; permanent career; U.K. leave end of tours; pension fund; write giving full details of apprenticeship, experience, age and marital status, to—Box E.H., 673, Deacon's Advertising, 36, Leadenhall St., London, E.C.3. [8955

SITUATIONS VACANT

INSPECTION; experienced men under 35 as (a) technical assistant to chief inspector; (b) inspection planning engineer; excellent opportunities for progressive advancement; minimum qualifications: Higher National Certificate or equivalent; practical experience of inspection and production methods; familiarity with modern quality control methods and drawing office practice; attractive profit-sharing scheme; single accommodation available.—Apply Personnel Officer, Lockheed Hydraulic Brake Co., Ltd., Leamington Spa. [8855

SITUATIONS WANTED

SALES manager, 45, life-time in motor trade, seeks permanent and progressive situation, Southern England.—Box 0648. [8898

YOUNG man seeks working partnership in small established garage with view to development; capital available.—Box 0570. [8749

WORKS manager, M.I.M.I., 25 years experience, costing, control, estimating, repairs, sales, seeks position in London with prospects.—Box 0671. [8930

WORKS manager, wide experience service and administrative, 20 years in trade, desires similar position home or abroad.—Box 0627. [8816

LATE Garage owner/motor engineer, age 46, seeks managership or other interesting post; 28 years' experience; South or South West preferred.—Box 0486. [8361

BOOKS, ETC.

HANDBOOKS of cars and motor cycles; also good assortment of maps at all Halfords Branches in England, Scotland and Wales. [0065/R

HANDBOOKS: M.G., all models, 51/5; Midgets, 15/6; Lanchester, 17/6, Chrysler, De Soto, Dodge, Plymouth, 14/-; Chevrolet, Duesenberg, American Ford, T Ford, 10/6; Alvis, Armstrong, Fiat, Hillman, Jaguar, Morgan, Renault, Riley Rover, Singer, Talbot, 8/9; Cord, A Ford, Reo, Stanley, Volkswagen, 7/-; Austin, Ford, Jowett Morris, Opel, Standard, Triumph, Vauxhall, Wolseley, 5/3; enquiries, stamp please; catalogue 350 motoring books, 6d; postal business only.—Vivian Gray, Hurstpierpoint, Sussex. [M2060

"MECHANICS For the Home Student." By Eric N. Simons, in association with W. D. Burnet, B.Eng., Lecturer in Mechanical Engineering, Sheffield University. Nineteen chapters provide an excellent introduction to elementary mechanics under such headings as Action, Force, Momentum, Power, Applied Force, Friction, Centre of Gravity, Density, Fluids, Gases, Heat, etc. 7/6 net from all booksellers. By post 7/10 from Iliffe & Sons Ltd., Dorset House, Stamford St., London, S.E.1.

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"THE Modern Diesel: High-speed Compression Ignition Oil Engines and their Fuel Injection Systems." 11th Edition. Edited by G. Geoffrey Smith, M.B.E. Revised by D. H. Smith, M.I.Mech.E., Assoc.Inst.T. Provides a comprehensive survey of the present state of the high-speed diesel. Nearly every current and projected engine is briefly described and many are illustrated. 7/6 net from all booksellers. 7/10 by post from Iliffe & Sons Ltd., Dorset House, Stamford St., London, S.E.1.

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"AUTOMOBILE Chassis Design." 2nd Edition. By R. Dean-Averns. A textbook on the fundamentals and technique of design for heavy and light vehicles. This greatly enlarged edition covers all the main components of an automobile apart from the prime mover. New chapters discuss the techniques of independent suspension and chassisless construction, and there is a great deal of new material on methods of stress measurement, anti-corrosive treatment of metals, road spring design and streamlining. 30/- net from all booksellers. By post 30/6 from Iliffe & Sons Ltd., Dorset House, Stamford St., London, S.E.1.

MANUAL of Hire Purchase Law. 2nd Edition. By A. C. Crane and A. C. Crane, Jnr., B.A. (Oxon). Clearly explains the mass of general legal points affecting hire purchase transactions. Both types are covered—the general law applicable to all cases and the Acts of 1938, which are dealt with clause by clause. 5/- net from all booksellers. By post 5/4 from Iliffe & Sons Ltd., Dorset House, Stamford St., London, S.E.1.

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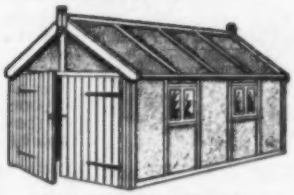

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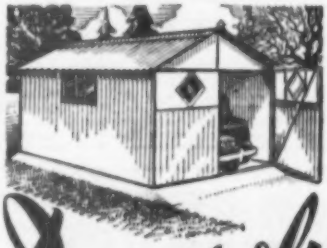

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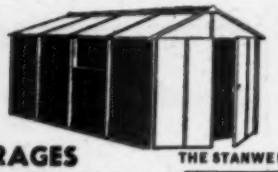

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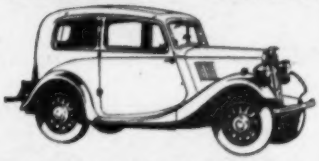

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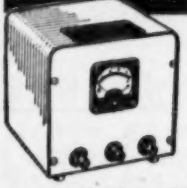

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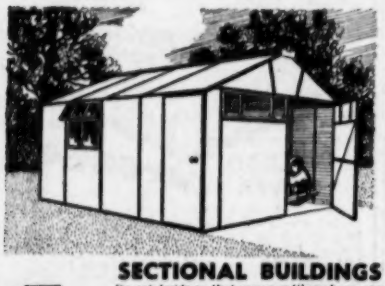

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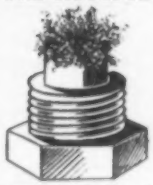

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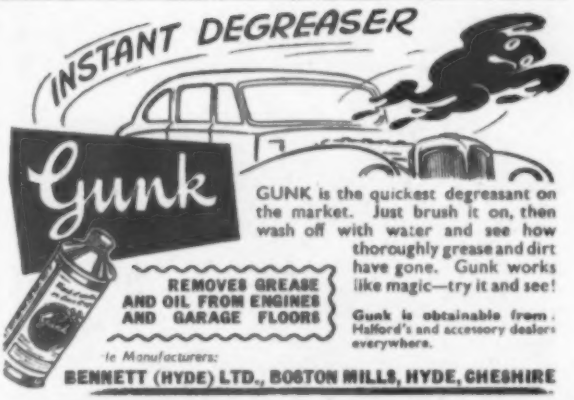

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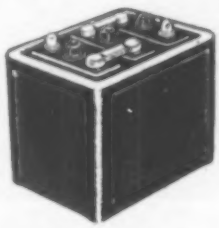

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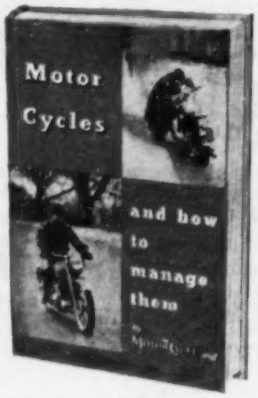

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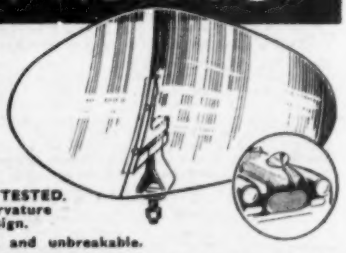

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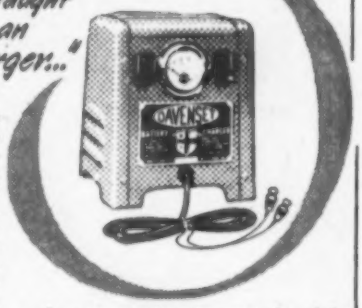

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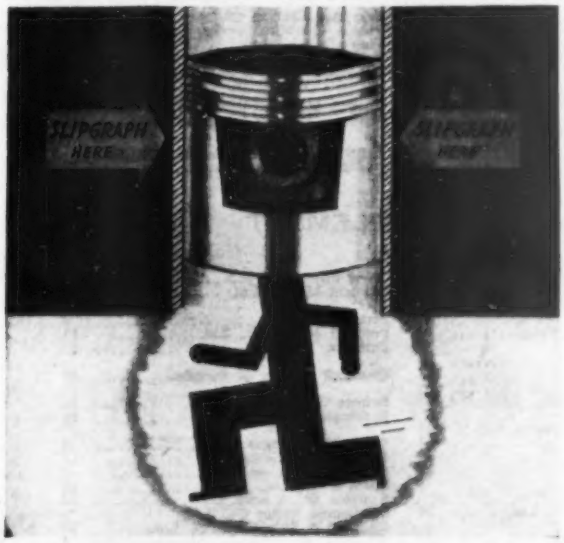

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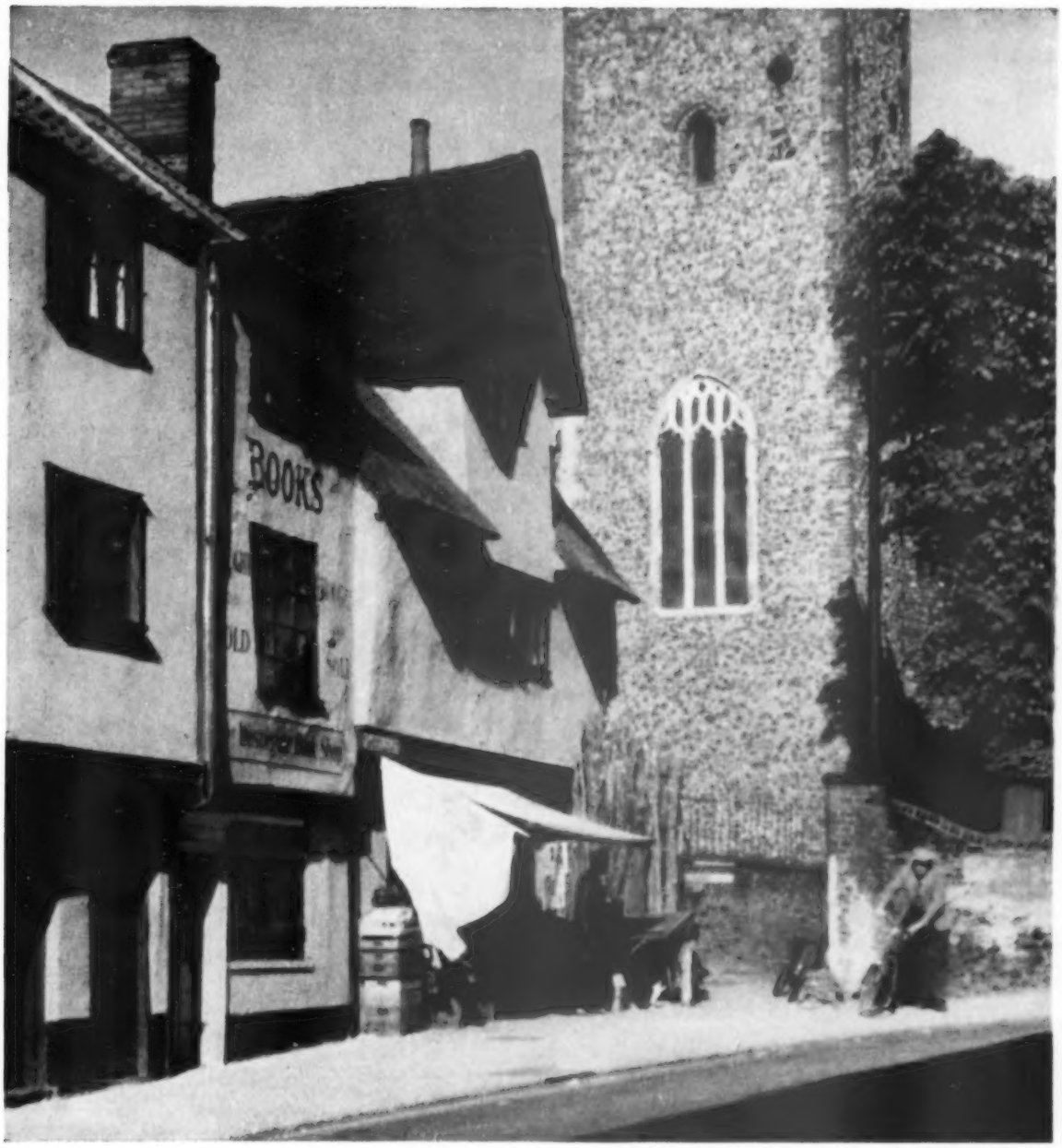

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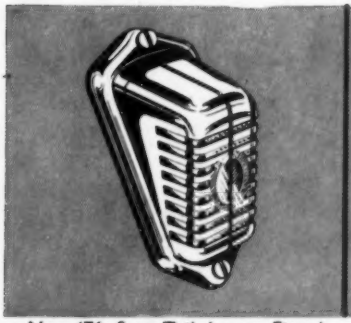

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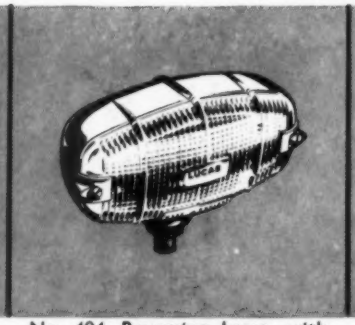

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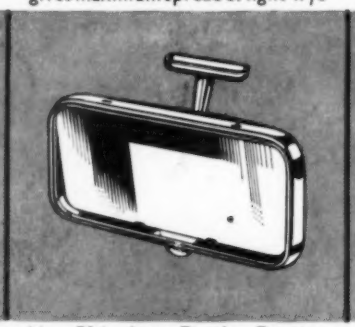

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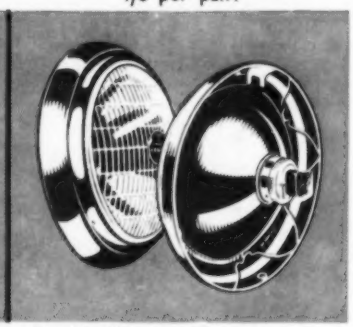

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